# Appendix A

*Commercial Water and Sewer Capacity*

*In Monticello Urban Service Area*

**Appendix A: Commercial Water and Sewer Capacity in Monticello Urban Service Area**

## Sewer

Current System

1,000,000 gpd total for system

Average commercial waste water usage: 1300 cubic feet per month

1,300 cubic feet per month converted to gallons per month 9724.675

9724.675/ 30 days = 324.16 gallons per day

Currently 252 commercial units connected to waste water

324.16 gpd x 252 commercial units connected to water = 81,688.32 gpd

81,688.32 gpd / 1,000,000 gpd = 8.17 percent of capacity

1,000,000 gpd / 2= 500,000 gpd capacity with residential usage taken out

500,000 gpd – 81,688.32 gdp = 418,311.68 gpd capacity less 8.17 percent of commercial usage

1,000,000 gpd/418,311.68 gpd = 2.39 x 252 commercial units = 603 commercial units for total capacity of sewer system

## Water

Current System

1,333,000 gpd total for system

Average commercial water usage: 1800 cubic feet per month

1800 cubic feet per month converted to gallons per month 13,464.935

13,464.935/30=448.83 gallons per day

Currently 247 commercial units connected to water

448.83 gpd x 247= 110,861.01gpd

110,861.01 gpd /1,333,000 gpd = 8.32 percent of capacity

1,333,000 gpd/2 = 666,500 gpd capacity with residential usage taken out

666,500 gpd – 110,861.01gdp = 555,639 gpd capacity less 8.32 percent of commercial usage

1,333,000 gpd/ 555,639 gpd = 2.40 x 247 commercial units = 593 commercial units for total capacity of water system

# Appendix B

*Future Land Use Projections*

*Build Out Methodology and Calculations*

**Appendix B: Future Land Use Projections Build Out Methodology and Calculations**

**Build Out Methodology**

The 100-year and total build out scenarios are based on several factors and assumptions. The average yearly growth rate of .006816 was determined from the previous years of 1970-2010. The FLUM allows for a total of 67,197 dwelling units, based on data provided from Jefferson County Planning Department and GIS data. According to BEBR, the average household population in 2010 was 2.49. Taking the 67,197 dwelling units and multiplying 2.49 people per unit equals the build out population of 167,321. That population will not be achieved for more than 355 years based on the current population and assumed .006816 annual growth rate.
To determine the 100 year residential need, year 2112, the total population was determined to be 29,514 divided into the average household population of 2.49, for a result of 11,853. Based on the 2010 Census data, the total housing units numbered 6,632. Subtracting the 6,632 from 11,853 the result is 5,221 for the maximum build out less total existing housing units.

Table 1.1: Housing Units Required in 2112

| | |
|---|---|
| 2010 Census Total Occupied HU: | 5,646 |
| 2010 Census Total HU: | 6,632 |
| Total Build Out Less Total Existing HU: | 5,221 |
| | |
| 100 Year Population Projection (year 2112): | 29,514 |
| 29,514/2.49= (housing units) | 11,853 |

To determine the total build out, year 2367, the total population was determined to be 167,321 divided into the average household population of 2.49, for a result of 67,197. Based on the 2010 Census data, the total housing units numbered 6,632. Subtracting the 6,632 from the 67,197 the result is 60,370 for the maximum build out less the total existing housing population.

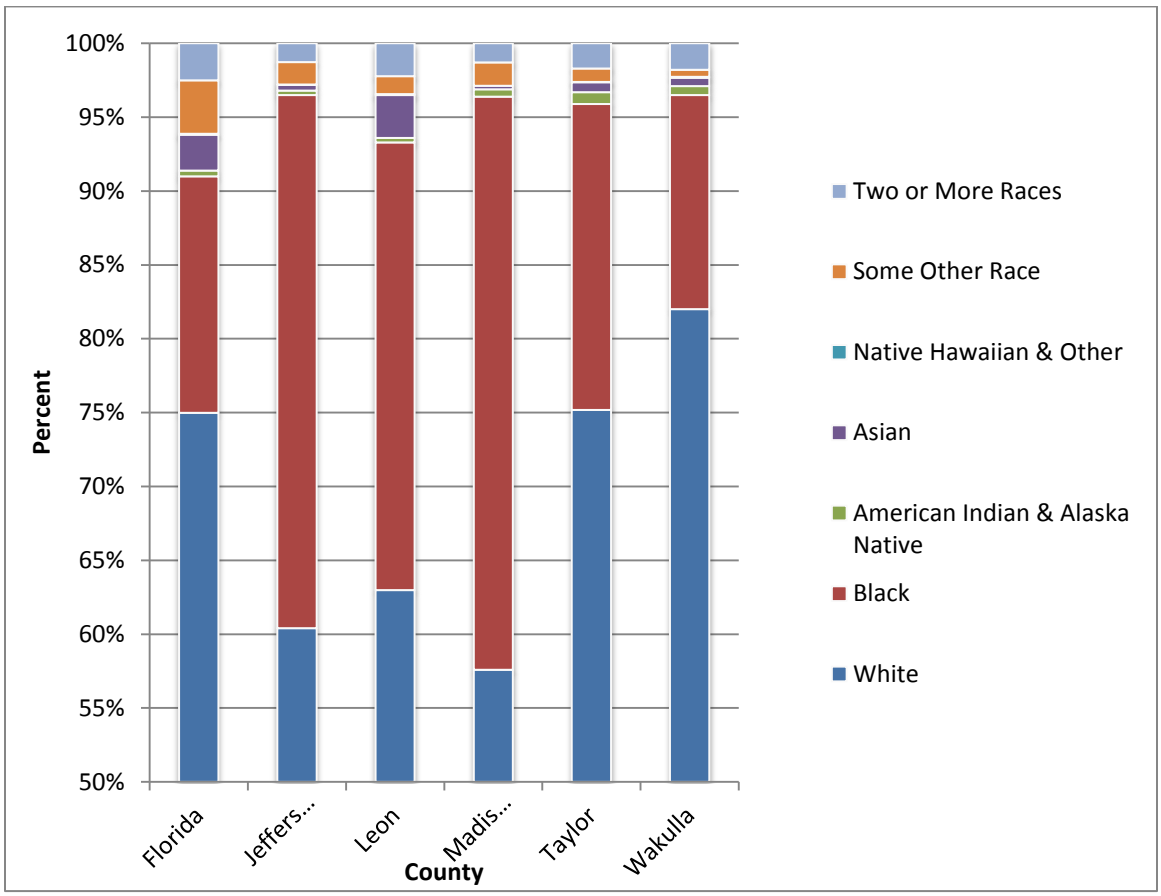
Table 1.2: Housing Units Required in 2367

| | |
|---|---|
| 2010 Census Total Occupied HU: | 5,646 |
| 2010 Census Total HU: | 6,632 |
| Total Build Out Less Total Existing HU: | 60,370 |
| | |
| Maximum Population Projection (year 2293) | 167,321 |
| 100,596/ 2.49 (housing units) | 67,197 |

# Appendix C

*Demographics*

## Appendix C: Demographics




*Appendix Figure C.1: Jefferson County Racial composition (2010)*

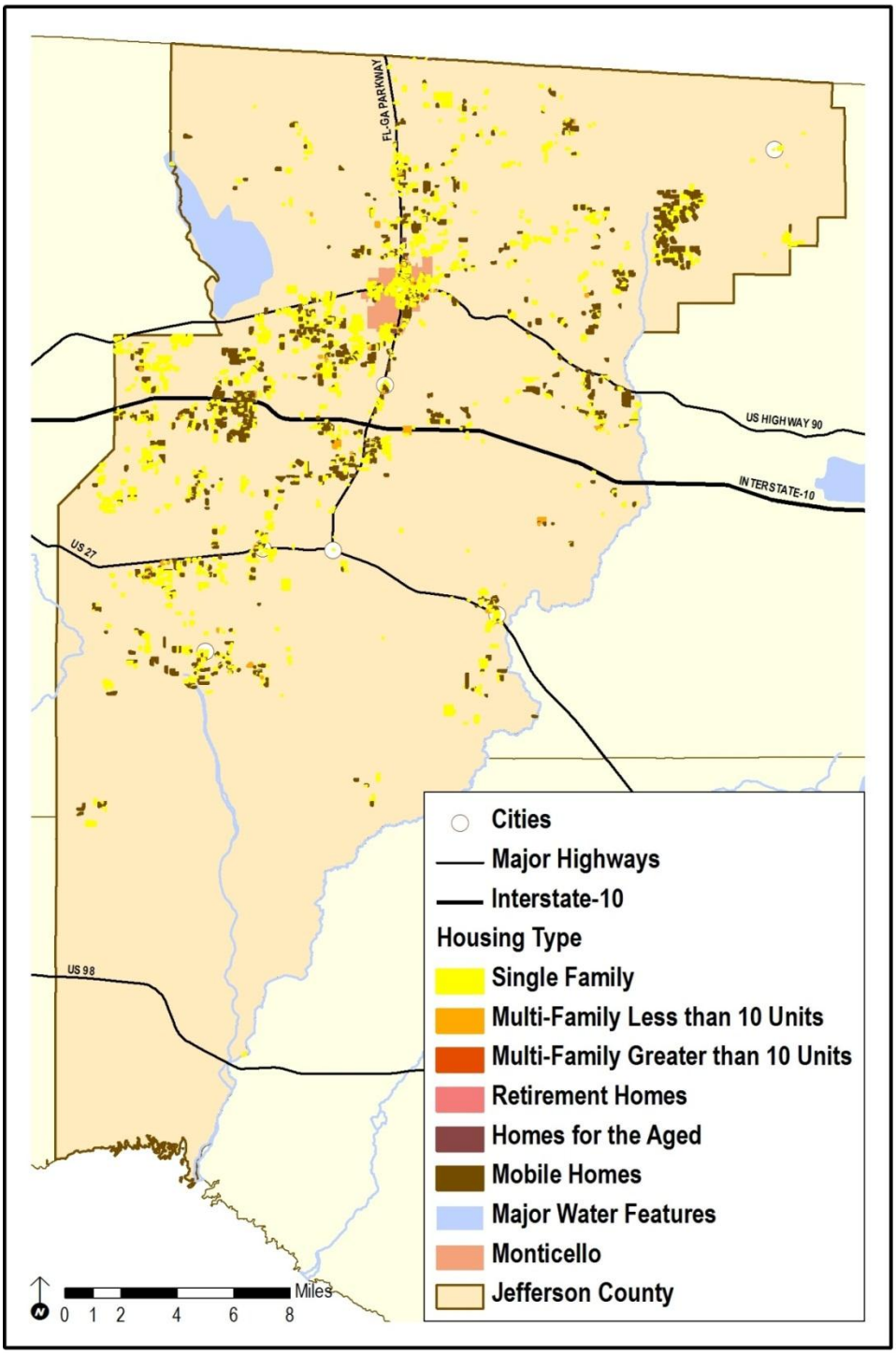
*Source: U.S. Census 2010*

*Appendix Table C.1: Jefferson County Changes in Ethnicity, 2000 and 2010*

| Table 6.3 Jefferson County Changes in Ethnicity, 2000 to 2010 | | |
|---|---|---|
| 2000 | Hispanic | Non-Hispanic |
| | 2.2% | 97.8% |
| | 290 | 12,612 |
| 2010 | Hispanic | Non-Hispanic |
| | 3.7% | 96.3% |
| | 546 | 14,215 |
| Percent Growth | | |

| | |
|---|---|
| 88% | 12% |

*Source: U.S. Census 2000 Table P04*
*Source: U.S. Census 2010 Table P4*




*Appendix Figure C.2: Jefferson County Residential Housing types*

*Source: Florida Department of Revenue, 2010*

# Appendix D

*INDIVIDUAL SURVEY FORM*

## APPENDIX D: INDIVIDUAL SURVEY FORM

Below is a copy of the individual survey that was handed out to participants. The studio received 68 completed surveys.

## Jefferson County Visioning Session

*The purpose of this questionnaire is to get to know the Jefferson County community*

**Age Range?** Under 18 18-25 26-35 36-45 46-55 56-65 66-75 Over 75

**Gender?** Male Female

**Race?** White Black Hispanic Asian Other

**Neighborhood of residence?**

| | | | | |
|---|---|---|---|---|
| Alma | Ashville | Aucilla | Capps | Casa Blanco |
| Cody | Dills | Drifton | Fanlew | Festus |
| Fincher | Jarrott | Lamont | Limestone | Lloyd |
| Lois | Monticello | Monitvilla | Nash | Thomas City |
| Wacissa | Waukeenah | Other _____ | | |

**Are you a lifelong resident of Jefferson County?** Yes No

If **no**, how many years have you lived in Jefferson County? _____

**Which category best describes your total family income during the last year?**

| | |
|---|---|
| Less than $10,000 | $35,000 - $49,999 |
| $10,000 - $14,999 | $50,000 - $74,999 |
| $15,000 - $24,999 | $75,000 - $99,999 |
| $25,000 - $34,999 | $100,000 or more |

**Are you a homeowner?** Yes No

**Do you own a business in Jefferson County?** Yes No

**Do you work in Jefferson County?** Yes No

If **no**, which city/county? _____

**Why do you live in Jefferson County? Please circle all that apply.**

| | | |
|---|---|---|
| Family | Climate | Rural Lifestyle |
| Job | Arts and Culture | More Affordable |
| Other _____ | | N/A |

**Please check the importance of the following issues:**

| Issue | Very Important | Important | Moderately Important | Of Little Importance | Unimportant | I don't know |
|---|---|---|---|---|---|---|
| Education | | | | | | |
| Affordable Housing | | | | | | |
| Public Safety | | | | | | |
| Transportation | | | | | | |
| Health Care | | | | | | |
| Job Growth | | | | | | |
| Business Expansion | | | | | | |
| Environment | | | | | | |
| Historic Preservation | | | | | | |
| Leadership | | | | | | |
| Public Facilities | | | | | | |
| Social Services | | | | | | |
| Recreation/Entertainment | | | | | | |
| Diversity | | | | | | |

**What do you like most about Jefferson County and why?**

_____
_____
_____
_____
_____

**What do you dislike most about Jefferson County and why?**

_____
_____
_____
_____
_____

**What type of place would you like Jefferson County to be in 50 years?**

_____
_____
_____
_____
_____

**What are the top three things that need to happen to make Jefferson County into that place you just described?**

1. _____
   _____
2. _____
   _____
3. _____
   _____

Demographic Survey Results

**Question 1: Age Range?**

| | Under 18 | 18-25 | 26-35 | 36-45 | 46-55 | 56-65 | 66-75 | Over 75 |
|---|---|---|---|---|---|---|---|---|
| **October 18th** | 0 | 0 | 1 | 4 | 11 | 14 | 5 | 4 |
| **October 24th** | 3 | 0 | 2 | 3 | 6 | 7 | 7 | 1 |
| **Total** | 3 | 0 | 3 | 7 | 17 | 21 | 12 | 5 |

**Question 2: Gender?**

| | Male | Female |
|---|---|---|
| **October 18th** | 19 | 20 |
| **October 24th** | 10 | 18 |
| **Total** | 29 | 38 |

**Question 3: Race?**

| | White | Black | Hispanic | Asian | Other |
|---|---|---|---|---|---|
| **October 18th** | 36 | 2 | 0 | 2 | 0 |
| **October 24th** | 6 | 20 | 0 | 0 | 3 |
| **Total** | 42 | 22 | 0 | 2 | 3 |

**Question 4: Neighborhood Residence?**

| October 18th | | October 24th | | TOTAL | |
|---|---|---|---|---|---|
| Ashville | 0 | Ashville | 3 | Ashville | 3 |
| Aucilla | 0 | Aucilla | 2 | Aucilla | 2 |
| Capps | 1 | Capps | 0 | Capps | 1 |
| Casa Bianca | 0 | Casa Bianca | 1 | Casa Bianca | 1 |
| Dills | 3 | Dills | 0 | Dills | 3 |
| Hwy 90 | 1 | Hwy 90 | 0 | Hwy 90 | 1 |
| Lamont | 1 | Lamont | 1 | Lamont | 2 |
| Lloyd | 4 | Lloyd | 1 | Lloyd | 5 |
| Montivilla | 3 | Montivilla | 2 | Montivilla | 5 |
| Monticello | 22 | Monticello | 13 | Monticello | 35 |
| Roostertown | 0 | Roostertown | 1 | Roostertown | 1 |
| Tallahassee | 0 | Tallahassee | 2 | Tallahassee | 2 |
| Thomas City | 2 | Thomas City | 0 | Thomas City | 2 |
| Wacissa | 0 | Wacissa | 1 | Wacissa | 1 |
| Waukeenah | 1 | Waukeenah | 2 | Waukeenah | 3 |

**Question 5: Are you a lifelong resident of Jefferson County?**

| | Yes | No |
|---|---|---|
| **October 18th** | 10 | 27 |
| **October 24th** | 19 | 8 |
| **Total** | 29 | 35 |

*If no, how many years have you lived in the County?*

| | |
|---|---|
| **Average** | 16.87142857 |
| **Standard Deviation** | 13.02449212 |
| **Maximum** | 50 |
| **Minimum** | 3 |
| **Median** | 12 |

**Question 6: Which best describes your family income last year?**

| | Less than $10K | $10K-$14,999 | $15K-$24,999 | $25K-$34,999 | $35K-$49,999 | $50K-$74,999 | $75K-$99,999 | $100K or more |
|---|---|---|---|---|---|---|---|---|
| **October 18th** | 0 | 0 | 2 | 1 | 8 | 3 | 1 | 19 |
| **October 24th** | 0 | 2 | 4 | 2 | 4 | 4 | 5 | 2 |
| **Total** | 0 | 2 | 6 | 3 | 12 | 7 | 6 | 21 |

**Question 7: Are you a homeowner?**

| | Yes | No |
|---|---|---|
| **October 18th** | 36 | 2 |
| **October 24th** | 23 | 4 |
| **Total** | 59 | 6 |

**Question 8: Do you own a business in Jefferson County?**

| | Yes | No |
|---|---|---|
| **October 18th** | 14 | 25 |
| **October 24th** | 4 | 23 |
| **Total** | 18 | 48 |

**Question 9: Do you work inside Jefferson County?**

| | In Jeff Co | Outside of Jeff Co |
|---|---|---|
| **October 18th** | 23 | 16 |
| **October 24th** | 11 | 17 |
| **Total** | 34 | 33 |

**Question 10: Why do you live in Jefferson County?**

| | Family | Climate | Rural Lifestyle | Job | Arts and Culture | More Affordable | N/A |
|---|---|---|---|---|---|---|---|
| **October 18th** | 18 | 10 | 29 | 14 | 7 | 11 | 0 |
| **October 24th** | 18 | 6 | 9 | 4 | 0 | 5 | 2 |
| **Total** | 36 | 16 | 38 | 18 | 7 | 16 | 2 |

Other answers included:

| |
|---|
| Friendly |
| Historical properties |
| Historic home and community |
| Peace and quiet |
| Born here, never wanted to leave |
| small town life |
| outdoors and privacy |
| business owner |
| The people here |
| native Floridian |
| mom made us move here |
| our mom just decided to move here |

**Question 11: Please rate the importance of each issue? 1 being least important, 5 being most important**

| | Average (Oct. 18) | Stand. Dev (Oct. 18) | Average (Oct. 24) | Stand. Dev (Oct. 24) | Average (Total) | Stand. Dev (Total) |
|---|---|---|---|---|---|---|
| **Education** | 4.63 | 0.79 | 4.96 | 0.19 | 4.77 | 0.63 |
| **Affordable Housing** | 3.59 | 1.19 | 4.71 | 0.60 | 4.08 | 1.12 |
| **Public Safety** | 4.46 | 0.69 | 4.88 | 0.43 | 4.63 | 0.63 |
| **Transportation** | 3.76 | 1.15 | 4.67 | 0.48 | 4.14 | 1.03 |
| **Health Care** | 4.39 | 0.64 | 4.79 | 0.41 | 4.57 | 0.58 |
| **Job Growth** | 4.58 | 0.76 | 4.82 | 0.55 | 4.68 | 0.68 |
| **Business Expansion** | 4.54 | 0.80 | 4.69 | 0.55 | 4.60 | 0.71 |
| **Environment** | 4.53 | 0.65 | 4.74 | 0.53 | 4.62 | 0.60 |
| **Historic Preservation** | 4.56 | 0.72 | 4.68 | 0.56 | 4.61 | 0.66 |
| **Leadership** | 4.67 | 0.63 | 4.88 | 0.33 | 4.76 | 0.53 |
| **Public Facilities** | 4.11 | 0.85 | 4.74 | 0.53 | 4.38 | 0.79 |
| **Social Services** | 3.87 | 0.93 | 4.75 | 0.52 | 4.24 | 0.90 |
| **Recreation/Entertainment** | 4.14 | 0.99 | 4.67 | 0.55 | 4.37 | 0.87 |
| **Diversity** | 4.11 | 1.01 | 4.60 | 0.65 | 4.31 | 0.90 |

The following are the free response answers to the free response questions in the survey.

**Question 12: What do you like most about Jefferson County and Why?**

October 18th Responses:

| |
|---|
| Friendly small town, safe, rural feel, open spaces |
| Friendliness, safety, family, rural lifestyle. Have lived and worked in metro area and appreciated the small home town feeling of Jefferson County |
| The Wacissa River! Fun, fish, enjoy |
| Away from large towns - openness - land not too far from large town |
| Historic homes/quaintness of city |
| Historic preservation |
| Peaceful, quiet, beautiful, friendly/honest people. Close but not too close to a big city which has great arts and entertainments. No stop lights! |
| Rural/small town lifestyle. Like living in Mayberry. Historic buildings. Dark skies. Clean air and water. |
| Rural lifestyle, fine people |
| Rural lifestyle, low crime |
| Pace of life, healthy environment, community spirit, opportunity for future economic development, location adjacent to Tallahassee and universities and events |
| Rural character, historic structures, unpolluted rivers, lots of eclectic people |
| The rural atmosphere - relaxing area, trees, environment, wildlife |
| Its persona |
| The opera house and the art gallery. Beautiful place to live. Quiet. Lots to do. People are kind. |
| Great people |
| wonderful people - Lifestyle - Quiet - Safe - Beautiful Land |
| small town atmosphere. Good place to raise children. |
| rural lifestyle/ safe |
| not crowded, rural setting, privacy, good people, low crime |
| very friendly place, good place to live |
| the rural lifestyle - small town |
| charming small town atmosphere - friendly and comfortable |
| rural county and easy access to Tallahassee |
| rural landscape, nature, laid back lifestyle. Affordable real estate, proximity to great education and healthcare. Outdoor recreation. Historic Monticello |
| The 'community" mindset. Friendly residents. Collaborative efforts. |
| small town lifestyle- folks look out for one another. Things are simple- no traffic lights |
| quality of life for active retiree. Proximity to everything- arts, culture, shopping, sports venues, University proximity |
| small, very friendly, relaxed |
| The beauty- especially the rolling hills |
| small town, rural |

| |
|---|
| the rural lifestyle and culture |
| small town friendly people. We take care of each other. Rural lifestyle |
| rural ambience |
| rural community |
| the people, the wealthier christian community that prays for each other |
| hometown feel. Friendliness of residents. Location relative to Tallahassee and Thomasville. Clean environment. Rural atmosphere. Variety of stuff to do (cultural, outdoor activities). Historic places |

October 24th Responses:

| |
|---|
| The people here are great, the land is beautiful, and the food is good |
| That it has no stop lights and convenient to be somewhere on time (No Traffic) |
| Family, friends, location |
| I grew up in Jefferson County and it was a small area which enabled me to become a very productive young woman as a result of the education I was able to obtain. |
| The small town lifestyle, the personability, and the community feel. |
| The small town feel |
| I like the small rural setting, the historic prisitine setting. The friendly atmosphere. |
| It is a very nice town and people are very nice |
| Small county/town; Farmland but less workload |
| Peaceful |
| cost of living |
| small country town very good for retirees |
| small county town |
| small county town, my family lives here |
| small town atmosphere, friendly people, low crime rate, closeness of the community |
| rural setting |
| well I have family down here and up state but what I like most is being in 4-H, helping others, meeting others and learning new things. I love being involved in educational things and I plan on going to school until I think its time to stop. I wanna be educational. |
| I don't really like it because there is nothing to do |
| the people are very nice and comforting |
| I would like a YMCA (not relevant) |
| Slow pace of life because I am retired |
| family, friends, home grown |
| rural, quiet |
| rural, close to Tallahasse, Georgia, coast and rivers |
| culture, diversity, open places |
| ease of doing business, friendly people, central location to Tallahassee, Thomasville |

**Question 13: What do you dislike most about Jefferson County and Why?**

October 18th Responses:

| |
|---|
| Polarization of ideas (need to join in a common goal), Bedroom community (no jobs) |
| Lack of variety and diversity of activity and shopping. Public education system needs complete revamping |
| N/A |
| Some leadership |
| Education system |
| Lack of shopping options |
| School system, empty shops, lack of jobs |
| Dying town and businesses. No jobs or prospects for growth. Prejudice. |
| Need better schools, some people went growth. Just for the sake of growth |
| Lack of job opportunities, school system |
| Dead town, no business - Run down buildings and strip malls; Ineffective government - old boys club, reluctant to progress; worst school system in existence; community (big majority) locked in past and overly focused on no change; Image of being backwards & poor; hard to attract business and new young families with children |
| Ignorance of population, fear of progress by populace, rich landowners controlling too much, keeping real economic progress from happening, no job prospects for my children, lack of property owners using good taste, destroying much historic property |
| Not enough emphasis on public education, transportation, use of railroad to Tallahassee |
| not much |
| Things sometimes change too slowly. People are stubborn. |
| little change |
| Need more businesses- jobs. Improve school system. |
| limited recreation/ entertainment- esp for children |
| schools |
| poor schools- no parent support or community backing |
| there are not many jobs in the county, need better school system |
| education needs improving |
| small town- more diversity, arts & culture |
| how central govt. officials interpret and enforce the laws. Problems with electrical power- during most rain storms power goes out |
| school system/ education |
| Small-minded school leaders-not board- teachers. Lack of integration. Lack of arts/culture education |
| no shopping, poor education system |
| Education system is dragging us down. Empty store fronts recently |
| no liquor sales on Sunday, insufficient jobs for the population |

| |
|---|
| Nowhere to shop |
| No answer |
| Education system |
| lack of viable job/work/business opportunities, especially for young families |
| school system-totally dysfunctional; poor land use planning |
| school system |
| no jobs, poor school |
| Our public school system needs help |
| some/most of elected leaders. Poor leadership in school system. Inability of local government officials to enforce existing codes and ordinances |

October 24th Responses:

| |
|---|
| There are not enough service oriented businesses here |
| Jefferson County does not have any entertainment for the youth and grown-ups |
| Jobs, wages, and industry |
| At this present time Jefferson County doesn't offer very many job opportunities due to a lack of business in this area. |
| I dislike the lack of job growth and the lack of social services for the youth |
| Racial tensions |
| I dislike the fact that we are so divided in our races/cultures |
| It is not a place for people to shop or to work, need more factories for work |
| Here didn't leave because of family wise. People with different attitudes |
| no business |
| economy |
| it basically doesn't offer any of the other issues above in any measurable quantity |
| need to enhance all the other issues |
| no way to get around to the doctor for older people or to grocery shopping |
| not enough shopping, jobs, industry |
| no jobs, no business expansions |
| no growth for economic development |
| I don't dislike anything |
| everything, because there is nothing to do |
| how small it is, lack of public areas like swimming pools, no wal-mart, school is not good (very group) |
| not enough jobs |
| The courthouse in Monticello |
| No jobs, no where to shop |
| jobs and income |
| no changes- must move on |
| access to rivers, southern end of the county is hard to travel by Automobile- needs ATV access |

| |
|---|
| getting voice heard- decisions made by few. Ideas not open for discussion. Look what is best for community not just a few |
| state of school system, racism |

**Question 14: What type of place would you like Jefferson County to be in 50 years?**

October 18th Responses:

| |
|---|
| supportive, thriving community |
| Safe, secure, prosperous |
| The Same |
| Small quaint town - historical town |
| Rural friendly and economically growing community |
| Same with little more access to restaurants & activities |
| Rural, affluent, safe, and quaint |
| Similar to today with increased population and vibrant businesses in the cities/villages. |
| better schools and better work force to lure better housing, commercial growth. Clean industries |
| A place that has more job opportunities while maintaining responsive, smart growth |
| Well balanced - economic sustainability & preserved environment; better racially integrated & single sense of community; An "A" school system; An excellent road network, city bypass, first class county services, work & live in county; be the place where people want to live! |
| Different than other cities with strip malls and no character; similar to as it is now in terms of character |
| The same as it is, a rural atmosphere. Wildlife, don't want it to look like Miami |
| If we are still here we will be advanced mirror imaging the country at the time |
| Thriving. Business growth. Better schools. Opera house improved and expanded |
| Medium to high income desirable historic place to live |
| vibrant- alive- beautiful- peaceful - safe |
| bigger, more dense but still with a small town feel |
| great schools/ great businesses |
| like Thomasville |
| grow with historic preservation |
| just like it is now |
| more activities, more growth while keeping charm of town, better recreational facilities, bikes, paddling, boating |
| rural, agricultural, a place my family has roots |
| Best county in Florida with leadership in jobs in the areas of technology, education, and healthcare. We could also be the leader in energy with abundance of natural resources we |

| |
|---|
| have. A lifestyle which is close to nature with modern amenities. |
| hustling/bustling small town. Shops of antiques, specialties with sights marketable to nation. |
| better shopping and education system |
| Much as it is now except improved in education and opportunities for young people |
| No answer |
| much like it is now with more jobs, better schools |
| family oriented with diverse shopping |
| No answer |
| educated and diverse |
| still have the look and feel of a rural community but with a more vibrant economy |
| No answer |
| sustainable community similar to today |
| same rural area- but developed. Cluster area |
| much like is now but with jobs so young people can stay here. We need industry |
| Friendly. Rural atmosphere. Effective government leadership and enforcement of applicable codes and ordinances. Clean, clean, clean environment and downtown area. Clean rural roads. Preserved historic places. |

October 24th Responses:

| |
|---|
| A small town that is self-sustaining so we don't have to drive to Thomasville or Tallahassee |
| Industry, jobs, education |
| I would like to see the county grow and expand with more business establishments. This will provide the residents within the county with employment opportunities. |
| I would like for Jefferson County to be economically booming. With jobs and outstanding leaders with business, schools, public facilities, a state of the art youth program and housing for every aspect of the community |
| Small town, planned communities, no sprawl |
| A place where you will have no problem to shop, work, and live. Transportation for people without any |
| A place where everyone will be more friendly and get along together. |
| recreation, business, transportation |
| a small contained city |
| a small self contained city |
| more transportation for people to get around town like busses to go around town. Also more jobs for people to work |
| small, but more diverse |
| better education, more jobs, better housing, more street lights, better social services |
| a place with jobs and a thriving economy |
| I am not really sure |

| |
|---|
| huge, gigantic place with pools, theme parks and fun stuff |
| One whole community instead of different groups and gangs. World peace in the county |
| Just like Thomasville and Tallahassee |
| more jobs and places to shop |
| city, country, living with a purpose |
| suburban Leon County |
| basically the same by cater more to residents than tourists |
| rural with class. Nice shops. Jobs and a new school system |
| natural, rural, nice place to live and work and raise a family with a quality education |

**Question 15: What are the top three things that need to happen to make Jefferson County into the place that you just described?**

October 18th Responses:

| | | |
|---|---|---|
| jobs (high wage, high need) | schools (community of one) | controlled planning (placement of business, industry, residence) |
| Good school system | Successful businesses | Good, progressive community and business leadership |
| Protect the Wacissa River | Protect the Environment | Save the Historic sites |
| People get involved and care about the decision about the county | | |
| Jobs - well paying | Good school system | Economic development, being welcome to change & growth. More welcoming to "new comers" - less resistance to change from "old ways" |
| More businesses | Additional shopping and entertainment | |
| Revamp school system - a school will bring more affluent families | Interesting businesses - small, locally run unique shops | |
| Improved economic climate nation/worldwide | | |
| School improvement | Need clean industries | |
| Better economic development and planning | Better schools | Better transportation |
| Business: Bring in a complete mix of business from several different | Education system & quality of life: replace grammar, middle, and high school staff | Presentation: develop parks & facilities to exploit with protection of key water and |

| | | |
|---|---|---|
| industry sectors | from board to clerks and teachers; health care improvement & education for seniors and technical training for youth | nature features, historical building preservation |
| Prevention of strip mall and unattractive development | Development of unique economy for job development | Protection and promotion of natural resources for recreation |
| Stronger regulations to keep property from over-development commercially | Choose development that is environmentally safe and in keeping with atmosphere | Emphasis on education |
| Better economy | more innovation | less jealously |
| Better schools or dissolve current school district. | A few larger businesses to employ 200-300 people. Expendable income would allow small stores to thrive. | someone needs to develop our trails and tourism. |
| Good schools | Better services: health/stores/food | historic preservation |
| infrastructure | attitude of property owners | business |
| improve our education system. Aggressively seek new industries/business. | Create affordable housing. Create a vibrant downtown | Create a healthy city |
| plan | plan | plan |
| school improvement | small business growth | good leadership |
| strong school system | job growth | business opportunities |
| preserve our heritage-buildings, etc. | preserve our trees/natural resources | maintain some local businesses |
| improve public education system | more shops; revitalize downtown Monticello | improve access to recreational facilities |
| make changes slowly | | |
| Jobs | jobs | education |
| Collaboration of all leaders in every walk of life, religion, race | great economic development plan | open minds |
| bring small business opportunities | establish more "things to do" | improve school system |
| Economic development | drastically improved education system(schools) | Better qualified public officials especially at the school board administration |
| shopping | Recreation | Education |
| Improve the school system | | |
| Increased economic activity that allows people to live, | improve land use and zoning that increases choices for a | better educational opportunities for those who |

| | | |
|---|---|---|
| work, shop and play here | variety of new and current residents | can't afford private or home schooling |
| Better school system | Better land use | public transportation |
| Better school system | more jobs | improved downtown |
| school system has to be better | industries and manufacturing are needed | health care is very important |
| Effective government leadership (county and city) | interaction of different groups (racially and economically) | jobs- non service industry |
| jobs (high wage, high need) | schools (community of one) | controlled planning (placement of business, industry, residence) |
| Good school system | Successful businesses | Good, progressive community and business leadership |

October 24th Responses:

| | | |
|---|---|---|
| Careful economic development | Improve the public schools | Careful land use development |
| More jobs | Shopping areas/less Dollar Generals and Auto Parts stores | Fun attractions for the youth (skating rinks or bowling areas) |
| Industry | Jobs | Wages |
| Increase in small business | More community involvement to aid in getting small businesses | |
| Open minds to new ideas and ways - (A vision by leaders) | Finances for expansions | Community support (knowledge) |
| Better schools | Economic development | Less racial tensions |
| More unity among our races/cultures | Jobs for those who need/want one | |
| More jobs and better transportation for the needy people | More shopping places to shop | Place where you can go and have a better entertainment like movie theater, bowling, and skating |
| Transportation | Jobs/Industries | Better education |
| business - education | affordable housing - transportation | recreation and entertainment |
| change of generation | business | job opportunity |
| employment at home | business expansion | better educational programs |
| employment at home | business expansion | better education |

| | | |
|---|---|---|
| have the busses come back. Bring more jobs here | take down all these old houses that no one lives in | clean up these old lots |
| create more jobs | | |
| better education | more jobs | more and better health care |
| a change in local government | include everyone in decision making regardless of race, creed, color, or handicap | invite industries ro come into the county |
| more money | larger population | better community/society |
| more community activities | a wal-mart | a better school |
| more shopping | better homes | |
| more school | more stores | YMCA |
| jobs | more places to shop | more interaction among the races |
| jobs | friends | relatives (common goals/football) |
| farm to market pared | stores in downtown area | recreation centers for youth |
| growing job opportunities | enhanced educational opportunities | population and business growth |
| designate ATV and river access | improve townships with sidewalks | bring businesses for locals to work at |
| fix public education system | create an environment that will encourage people from other areas to visit and spend their money | |

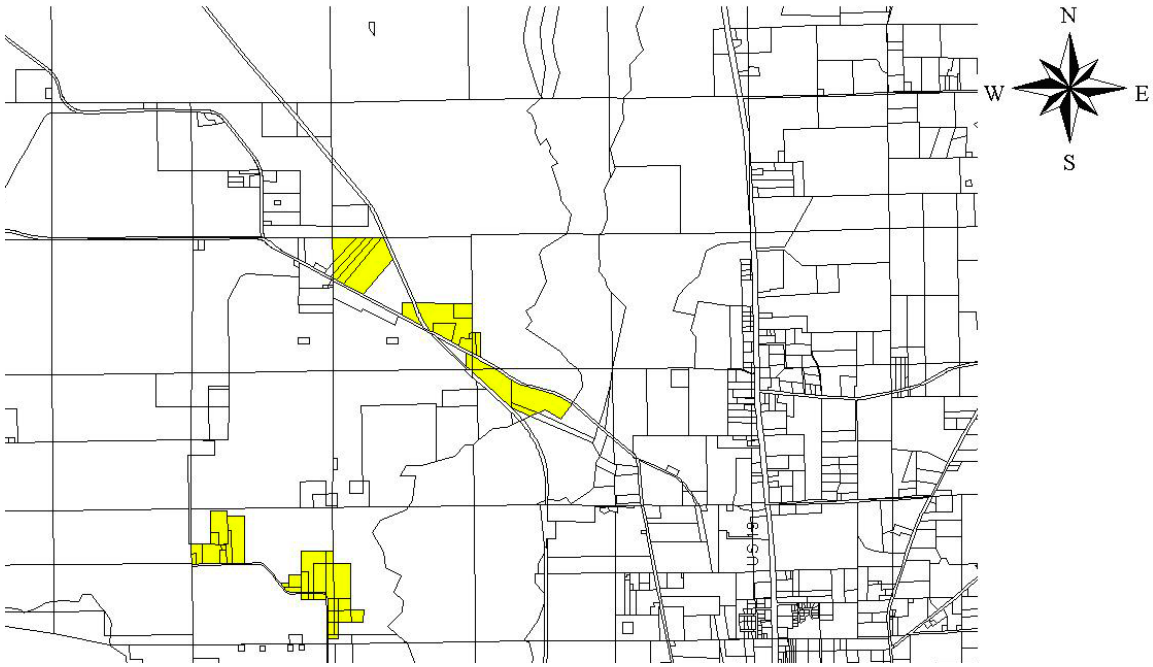
# Appendix E

*Cost Calculation for Future Land Use Amendment*

**Appendix G: Cost Calculation for Future Land Use Amendment**

**Example: Lake Miccosukee Map Amendment**

The Planning department in Jefferson County recently completed the 2011 Comprehensive Plan EAR Text and FLUM Amendments. There were six map amendments that were voted on separately. They were later submitted to the Department of Community Affairs as a revised Comprehensive Plan document with a revised Future Lane Use Map. One of the adopted FLUM changes, Lake Miccosukee Map Amendment 2011-03 shown in *Appendix Figure G.1*, was a 242.5 acre land use change from Agriculture (AG) 20 to Agriculture (AG) 5. AG 20 is defined as new residential development not exceeding one unit per 20 acres and AG 5 is defined as density for residential use not exceeding one unit per five acres. The change in land use to AG 5 allows a total of 49 units on these 242.5 acres – a 37 unit increase from the former land use of 12 units in AG 20. These additional 37 units will require additional services provided by the County. Below is an analysis of the specific increased needs for the Lake Miccosukee Map Amendment 2011-03.




*Appendix Figure G.1. Lake Miccosukee Map Amendment 2011-03*

*Source: Comprehensive Plan 2025 Jefferson County Florida*

*Traffic Generation*

The increase in 37 units, when fully built out, would approximately generate 56 trips during the weekday peak hour. This is an increase of 40 trips with the AG 5 land use change from the former AG 20 with 16 trips (*see traffic methodology*). The two main roads that would see this increase would be West Lake Road and Lake Road, also known as County Road 142. Based on the Traffic Circulation Level of Service Standards found in the County's Comprehensive Plan, W. Lake Road is considered a "Local Paved Road" with a level of service standard of "C" and Lake Road is considered a "County Collector" with a level of service standard of "D". The increase in trips generated by this land use change would create more demand on an already low standard of service.

*Public School System*

The public school system would see an increase in demand assuming all of the 37 units were completely build out. The AG 5 land use change would create a demand of approximately nine students, an increase of seven students from the former AG 20 land use of two students (*see school methodology*). When applying these additional seven students at a cost of $7,994 per pupil, it would create a funding need of $55,958 for these students. A small public school system is directly affected by increases in student population due to limited staff and resources. Additional teachers and support staff may need to be hired by the district, and busing services may need to be expanded to service these rural areas.

*Water/Sewer/ Solid Waste Infrastructure*

The biggest expense to a local government would be in the expansion of water and sewerage services, outside of an urban service area. For this Map Amendment, the Jefferson Communities Water system, a private company, is responsible for all unincorporated areas outside of the urban service area. At this time, residents outside of the urban service area do not have to connect to the water system if it is in close proximity. The Jefferson

Communities Water system would have to expand its services over nine miles to provide coverage to the northern parcels of the land use change. This scenario seems unlikely since the Jefferson Communities Water system in primarily south of Monticello, and if the infrastructure was extended residents would not be required to connect to it. In relation to the urban service area, the northern parcels are approximately 3 miles away and the southern parcels are approximately 3.5 miles away. Unless the urban service area expanded, a private well would be the only alternative for these residents to have access to water.

At this time, there is no sewage system in place for unincorporated residents outside of the urban service area, so those residents must rely on septic tanks. As mentioned above, the northern parcels are approximately 3 miles away and the southern parcels are approximately 3.5 miles away from the urban service area. The only option for the residents of this land use change would be a private septic tank. In addition, these parcels are not provided curbside trash pickup. These residents would have to rely on garbage and recycling dumpster sites located around the County, operated by the Jefferson County Solid Waste.

*Environmental*

The closest parcels in this land use change to Lake Miccosukee are less than two miles away. The main environmental concern is that by allowing a higher density land use change, new opportunities arise for pollution of Lake Miccosukee due to the increase in private sewage tanks. These private sewage tanks are the only alternative for residents when developing on these parcels without an expansion of the Monticello urban services area. The water in Lake Miccosukee is the actual surface water of the Floridan Aquifer, the largest aquifer in the Southeastern United States. This is cause for concern as nearly all of Florida uses this aquifer for drinking water.

*Conclusion*

The Lake Miccosukee Map Amendment exercise is an attempt to show how a specific land use change can affect the local government of Jefferson County and the community as a whole. The collective combination of FLUM Amendment changes over time enables sprawl to occur and creates a long-term problem for the county. The infrastructure system costs will increase by allowing land use changes in a haphazard manor. In this specific land use change example, the peak hour weekday trip generation may only increase by 40 trips from this 242.5 acre change but over time the series of land use changes will add up to lower the level of service standards. The demand on other infrastructure systems such as schools and solid waste will grow. By allowing higher density development in the county's rural areas, the county increases threats to pristine environmental resources such as Lake Miccosukee. Such conversions also encourage the premature conversion of farmland into suburbia, undermining the county's rural character.

***Methodology***

*Potential Development Impact*

The total build out of the AG 5 and AG 20 were based on the total acres of 242.5 divided by the corresponding density, five or 20. The AG 5 (242.5/5=49) calculated to 49 total units and AG 20 (242.5/20=12) calculated to 12 total units.

*Traffic Generation*

The weekday peak hour trips trip calculation was based on the fitted curve equation of Ln(T) = 0.90 Ln(X) + 0.53. This equation is used to calculate single-family detached housing peak hour weekday trip generation. The AG 5 peak hour weekday trip generation is calculated as 56 = 0.09 Ln(49) + 0.53, where 56 trips are generated. The AG 20 peak hour weekday trip generation is calculated as 16 = 0.09 Ln(12) + 0.53, where 6 trips are

generated. The difference between the two (56 – 16= 40) of 40 is the increase in peak hour traffic generated based on the land use change.

*Public School System*

First the ratio of the public school students to total population was used, based on 2010 data. The total number of public school students was divided by the total population (1,104/14,761=.07) to generate a ratio of .07.

For the AG 5 school population, the 49 total units were multiplied by the average household size in 2010 (49 x 2.49=122) to generate 122 people, the total number of people that occupy the 49 units. The .07 ratio was multiplied by the 122 population (.07 x 122=9) to generate 9 students, the total number of students.

For the AG 20 school population, the same technique was applied as above. The 12 total units were multiplied by the average household size in 2010 (12 x 2.49=30) to generate 30, the total number of people that occupy the 12 units. The .07 ratio was multiplied by the 30 population (.07 x 30=2) to generate two students, the total number of students. The two students from the AG 20 land use were subtracted from the nine students, the new land use, (9-2=7) to generate seven students, the total increase in students based on the land use change.

For the total cost of the seven students to the school system, the seven students were multiplied to the spending per student of $7,994 in 2010 (7 x $7,994=$55,958) to generate $55,958, the total spending on the seven students.

# Appendix E

*Visual Preference Survey*

*Images and Result*

Transit 19

| | | |
|---|---|---|
| Combined | Rank: | 1 |
| | Score: | 4.103 |
| Opera House | Rank: | 6 |
| | Score: | 4.098 |
| Church | Rank: | 8 |
| | Score: | 4.108 |

Parks & Rec 17

| | | |
|---|---|---|
| Combined | Rank: | 2 |
| | Score: | 4.103 |
| Opera House | Rank: | 7 |
| | Score: | 4.049 |
| Church | Rank: | 7 |
| | Score: | 4.162 |

Parks & Rec 3

| | | |
|---|---|---|
| Combined | Rank: | 3 |
| | Score: | 4.051 |
| Opera House | Rank: | 5 |
| | Score: | 4.146 |
| Church | Rank: | 10 |
| | Score: | 3.946 |


Buildings 11

| | | |
|---|---|---|
| Combined | Rank: | 4 |
| | Score: | 4.038 |
| Opera House | Rank: | 11 |
| | Score: | 3.854 |
| Church | Rank: | 4 |
| | Score: | 4.243 |

Ag & NR 9

| | | |
|---|---|---|
| Combined | Rank: | 5 |
| | Score: | 3.923 |
| Opera House | Rank: | 4 |
| | Score: | 4.341 |
| Church | Rank: | 29 |
| | Score: | 3.459 |

Buildings 16

| | | |
|---|---|---|
| Combined | Rank: | 6 |
| | Score: | 3.872 |
| Opera House | Rank: | 2 |
| | Score: | 4.537 |
| Church | Rank: | 36 |
| | Score: | 3.135 |

Buildings 4

| | | |
|---|---|---|
| Combined | Rank: | 7 |
| | Score: | 3.833 |
| Opera House | Rank: | 1 |
| | Score: | 4.585 |
| Church | Rank: | 48 |
| | Score: | 3.000 |

Parks & Rec 1

| | | |
|---|---|---|
| Combined | Rank: | 8 |
| | Score: | 3.821 |
| Opera House | Rank: | 19 |
| | Score: | 3.512 |
| Church | Rank: | 6 |
| | Score: | 4.162 |

Parks & Rec 2

| | | |
|---|---|---|
| Combined | Rank: | 9 |
| | Score: | 3.769 |
| Opera House | Rank: | 32 |
| | Score: | 3.000 |
| Church | Rank: | 1 |
| | Score: | 4.622 |

Residential 14

| | | |
|---|---|---|
| Combined | Rank: | 10 |
| | Score: | 3.628 |
| Opera House | Rank: | 16 |
| | Score: | 3.634 |
| Church | Rank: | 22 |
| | Score: | 3.622 |

Residential 16

| | | |
|---|---|---|
| Combined | Rank: | 11 |
| | Score: | 3.577 |
| Opera House | Rank: | 28 |
| | Score: | 3.098 |
| Church | Rank: | 9 |
| | Score: | 4.108 |


Buildings 18

| | | |
|---|---|---|
| Combined | Rank: | 12 |
| | Score: | 3.538 |
| Opera House | Rank: | 35 |
| | Score: | 2.878 |
| Church | Rank: | 2 |
| | Score: | 4.270 |

Buildings 1

| | | |
|---|---|---|
| Combined | Rank: | 13 |
| | Score: | 3.513 |
| Opera House | Rank: | 21 |
| | Score: | 3.390 |
| Church | Rank: | 21 |
| | Score: | 3.649 |

Ag & NR 21

| | | |
|---|---|---|
| Combined | Rank: | 14 |
| | Score: | 3.500 |
| Opera House | Rank: | 20 |
| | Score: | 3.512 |
| Church | Rank: | 28 |
| | Score: | 3.486 |

Parks & Rec 14

| | | |
|---|---|---|
| Combined | Rank: | 15 |
| | Score: | 3.462 |
| Opera House | Rank: | 3 |
| | Score: | 4.366 |
| Church | Rank: | 73 |
| | Score: | 2.459 |


Buildings 13

| | | |
|---|---|---|
| Combined | Rank: | 16 |
| | Score: | 3.449 |
| Opera House | Rank: | 9 |
| | Score: | 3.976 |
| Church | Rank: | 58 |
| | Score: | 2.865 |

Parks & Rec 6

| | | |
|---|---|---|
| Combined | Rank: | 17 |
| | Score: | 3.423 |
| Opera House | Rank: | 33 |
| | Score: | 2.976 |
| Church | Rank: | 12 |
| | Score: | 3.919 |


Parks & Rec 13

| | | |
|---|---|---|
| Combined | Rank: | 18 |
| | Score: | 3.423 |
| Opera House | Rank: | 14 |
| | Score: | 3.683 |
| Church | Rank: | 37 |
| | Score: | 3.135 |

Transit 1

| | | |
|---|---|---|
| Combined | Rank: | 19 |
| | Score: | 3.385 |
| Opera House | Rank: | 29 |
| | Score: | 3.073 |
| Church | Rank: | 17 |
| | Score: | 3.730 |

Parks & Rec 16

| | | |
|---|---|---|
| Combined | Rank: | 20 |
| | Score: | 3.385 |
| Opera House | Rank: | 8 |
| | Score: | 4.024 |
| Church | Rank: | 66 |
| | Score: | 2.676 |


Buildings 10

| | | |
|---|---|---|
| Combined | Rank: | 21 |
| | Score: | 3.372 |
| Opera House | Rank: | 13 |
| | Score: | 3.683 |
| Church | Rank: | 44 |
| | Score: | 3.027 |

Residential 6

| | | |
|---|---|---|
| Combined | Rank: | 22 |
| | Score: | 3.372 |
| Opera House | Rank: | 30 |
| | Score: | 3.073 |
| Church | Rank: | 20 |
| | Score: | 3.703 |


Saunders 2

| | | |
|---|---|---|
| Combined | Rank: | 23 |
| | Score: | 3.372 |
| Opera House | Rank: | 34 |
| | Score: | 2.951 |
| Church | Rank: | 16 |
| | Score: | 3.838 |

Ag & NR 8

| | | |
|---|---|---|
| Combined | Rank: | 24 |
| | Score: | 3.333 |
| Opera House | Rank: | 12 |
| | Score: | 3.756 |
| Church | Rank: | 57 |
| | Score: | 2.865 |


Ag & NR 2

| | | |
|---|---|---|
| Combined | Rank: | 25 |
| | Score: | 3.308 |
| Opera House | Rank: | 24 |
| | Score: | 3.244 |
| Church | Rank: | 31 |
| | Score: | 3.378 |

Transit 2

| | | |
|---|---|---|
| Combined | Rank: | 26 |
| | Score: | 3.218 |
| Opera House | Rank: | 15 |
| | Score: | 3.659 |
| Church | Rank: | 62 |
| | Score: | 2.730 |

Ag & NR 3

| | | |
|---|---|---|
| Combined | Rank: | 27 |
| | Score: | 3.179 |
| Opera House | Rank: | 10 |
| | Score: | 3.878 |
| Church | Rank: | 74 |
| | Score: | 2.405 |


Buildings 7

| | | |
|---|---|---|
| Combined | Rank: | 28 |
| | Score: | 3.167 |
| Opera House | Rank: | 48 |
| | Score: | 2.244 |
| Church | Rank: | 5 |
| | Score: | 4.189 |

Transit 4

| | | |
|---|---|---|
| Combined | Rank: | 29 |
| | Score: | 3.141 |
| Opera House | Rank: | 46 |
| | Score: | 2.439 |
| Church | Rank: | 11 |
| | Score: | 3.919 |

| | | |
|---|---|---|
| Combined | Rank: | 30 |
| | Score: | 3.077 |
| Opera House | Rank: | 27 |
| | Score: | 3.098 |
| Church | Rank: | 42 |
| | Score: | 3.054 |


Ag & NR 16

| | | |
|---|---|---|
| Combined | Rank: | 31 |
| | Score: | 2.987 |
| Opera House | Rank: | 31 |
| | Score: | 3.000 |
| Church | Rank: | 49 |
| | Score: | 2.973 |

Parks & Rec 24

| | | |
|---|---|---|
| Combined | Rank: | 32 |
| | Score: | 2.962 |
| Opera House | Rank: | 45 |
| | Score: | 2.463 |
| Church | Rank: | 26 |
| | Score: | 3.514 |

Parks & Rec 7

| | | |
|---|---|---|
| Combined | Rank: | 33 |
| | Score: | 2.949 |
| Opera House | Rank: | 59 |
| | Score: | 1.756 |
| Church | Rank: | 3 |
| | Score: | 4.270 |

Ag & NR 10

| | | |
|---|---|---|
| Combined | Rank: | 34 |
| | Score: | 2.910 |
| Opera House | Rank: | 22 |
| | Score: | 3.293 |
| Church | Rank: | 71 |
| | Score: | 2.486 |

Residential 11

| | | |
|---|---|---|
| Combined | Rank: | 35 |
| | Score: | 2.910 |
| Opera House | Rank: | 47 |
| | Score: | 2.268 |
| Church | Rank: | 23 |
| | Score: | 3.622 |

Transit 11

| | | |
|---|---|---|
| Combined | Rank: | 36 |
| | Score: | 2.897 |
| Opera House | Rank: | 49 |
| | Score: | 2.146 |
| Church | Rank: | 18 |
| | Score: | 3.730 |

Transit 9

| | | |
|---|---|---|
| Combined | Rank: | 37 |
| | Score: | 2.846 |
| Opera House | Rank: | 26 |
| | Score: | 3.122 |
| Church | Rank: | 69 |
| | Score: | 2.541 |

Saunders 6

| | | |
|---|---|---|
| Combined | Rank: | 38 |
| | Score: | 2.833 |
| Opera House | Rank: | 41 |
| | Score: | 2.659 |
| Church | Rank: | 45 |
| | Score: | 3.027 |

Ag & NR 15

| | | |
|---|---|---|
| Combined | Rank: | 39 |
| | Score: | 2.821 |
| Opera House | Rank: | 25 |
| | Score: | 3.146 |
| Church | Rank: | 72 |
| | Score: | 2.459 |

Ag & NR 1

| | | |
|---|---|---|
| Combined | Rank: | 40 |
| | Score: | 2.769 |
| Opera House | Rank: | 17 |
| | Score: | 3.585 |
| Church | Rank: | 87 |
| | Score: | 1.865 |

Saunders 4

| | | |
|---|---|---|
| Combined | Rank: | 41 |
| | Score: | 2.756 |
| Opera House | Rank: | 50 |
| | Score: | 2.073 |
| Church | Rank: | 25 |
| | Score: | 3.514 |

Saunders 1

| | | |
|---|---|---|
| Combined | Rank: | 42 |
| | Score: | 2.744 |
| Opera House | Rank: | 40 |
| | Score: | 2.707 |
| Church | Rank: | 60 |
| | Score: | 2.784 |

Residential 15

| | | |
|---|---|---|
| Combined | Rank: | 43 |
| | Score: | 2.705 |
| Opera House | Rank: | 39 |
| | Score: | 2.732 |
| Church | Rank: | 65 |
| | Score: | 2.676 |


Parks & Rec 18

| | | |
|---|---|---|
| Combined | Rank: | 44 |
| | Score: | 2.692 |
| Opera House | Rank: | 54 |
| | Score: | 1.878 |
| Church | Rank: | 24 |
| | Score: | 3.595 |

Parks & Rec 12

| | | |
|---|---|---|
| Combined | Rank: | 45 |
| | Score: | 2.692 |
| Opera House | Rank: | 44 |
| | Score: | 2.488 |
| Church | Rank: | 53 |
| | Score: | 2.919 |

Transit 14

| | | |
|---|---|---|
| Combined | Rank: | 46 |
| | Score: | 2.667 |
| Opera House | Rank: | 18 |
| | Score: | 3.512 |
| Church | Rank: | 90 |
| | Score: | 1.730 |

Saunders 9

| | | |
|---|---|---|
| Combined | Rank: | 47 |
| | Score: | 2.667 |
| Opera House | Rank: | 61 |
| | Score: | 1.707 |
| Church | Rank: | 19 |
| | Score: | 3.730 |

Parks & Rec 8

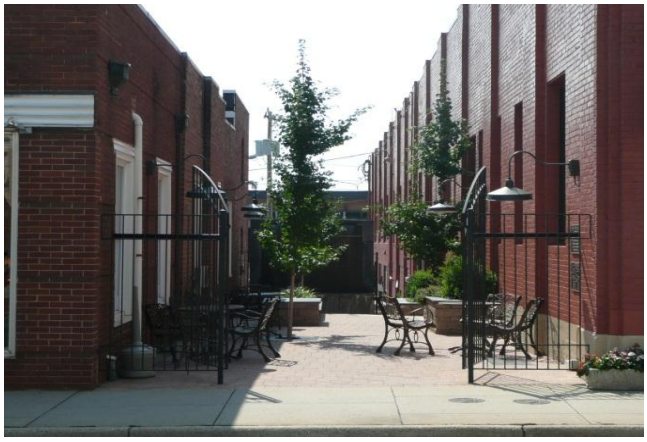
| | | |
|---|---|---|
| Combined | Rank: | 48 |
| | Score: | 2.628 |
| Opera House | Rank: | 23 |
| | Score: | 3.244 |
| Church | Rank: | 85 |
| | Score: | 1.946 |

Buildings 30

| | | |
|---|---|---|
| Combined | Rank: | 49 |
| | Score: | 2.603 |
| Opera House | Rank: | 37 |
| | Score: | 2.780 |
| Church | Rank: | 76 |
| | Score: | 2.405 |

Residential 21

| | | |
|---|---|---|
| Combined | Rank: | 50 |
| | Score: | 2.551 |
| Opera House | Rank: | 65 |
| | Score: | 1.317 |
| Church | Rank: | 13 |
| | Score: | 3.919 |



Parks & Rec 4

| | | |
|---|---|---|
| Combined | Rank: | 51 |
| | Score: | 2.526 |
| Opera House | Rank: | 53 |
| | Score: | 2.000 |
| Church | Rank: | 40 |
| | Score: | 3.108 |


Buildings 14

| | | |
|---|---|---|
| Combined | Rank: | 52 |
| | Score: | 2.474 |
| Opera House | Rank: | 67 |
| | Score: | 1.195 |
| Church | Rank: | 14 |
| | Score: | 3.892 |

Saunders 8

| | | |
|---|---|---|
| Combined | Rank: | 53 |
| | Score: | 2.462 |
| Opera House | Rank: | 51 |
| | Score: | 2.049 |
| Church | Rank: | 51 |
| | Score: | 2.919 |


Transit 8

| | | |
|---|---|---|
| Combined | Rank: | 54 |
| | Score: | 2.449 |
| Opera House | Rank: | 60 |
| | Score: | 1.707 |
| Church | Rank: | 32 |
| | Score: | 3.270 |

Residential 7

| | | |
|---|---|---|
| Combined | Rank: | 55 |
| | Score: | 2.423 |
| Opera House | Rank: | 57 |
| | Score: | 1.805 |
| Church | Rank: | 38 |
| | Score: | 3.108 |

Ag & NR 18

| | | |
|---|---|---|
| Combined | Rank: | 56 |
| | Score: | 2.333 |
| Opera House | Rank: | 42 |
| | Score: | 2.634 |
| Church | Rank: | 83 |
| | Score: | 2.000 |


Buildings 25

| | | |
|---|---|---|
| Combined | Rank: | 57 |
| | Score: | 2.295 |
| Opera House | Rank: | 38 |
| | Score: | 2.756 |
| Church | Rank: | 89 |
| | Score: | 1.784 |


Buildings 9

| | | |
|---|---|---|
| Combined | Rank: | 58 |
| | Score: | 2.295 |
| Opera House | Rank: | 72 |
| | Score: | 0.878 |
| Church | Rank: | 15 |
| | Score: | 3.865 |

Ag & NR 12

| | | |
|---|---|---|
| Combined | Rank: | 59 |
| | Score: | 2.282 |
| Opera House | Rank: | 52 |
| | Score: | 2.024 |
| Church | Rank: | 68 |
| | Score: | 2.568 |


Transit 12

| | | |
|---|---|---|
| Combined | Rank: | 60 |
| | Score: | 2.218 |
| Opera House | Rank: | 58 |
| | Score: | 1.780 |
| Church | Rank: | 63 |
| | Score: | 2.703 |


Ag & NR 7

| | | |
|---|---|---|
| Combined | Rank: | 61 |
| | Score: | 2.103 |
| Opera House | Rank: | 62 |
| | Score: | 1.585 |
| Church | Rank: | 64 |
| | Score: | 2.676 |

Saunders 5

| | | |
|---|---|---|
| Combined | Rank: | 62 |
| | Score: | 2.103 |
| Opera House | Rank: | 68 |
| | Score: | 1.195 |
| Church | Rank: | 41 |
| | Score: | 3.108 |

Residential 8

| | | |
|---|---|---|
| Combined | Rank: | 63 |
| | Score: | 2.090 |
| Opera House | Rank: | 56 |
| | Score: | 1.854 |
| Church | Rank: | 79 |
| | Score: | 2.351 |

Residential 12

| | | |
|---|---|---|
| Combined | Rank: | 64 |
| | Score: | 2.064 |
| Opera House | Rank: | 75 |
| | Score: | 0.780 |
| Church | Rank: | 27 |
| | Score: | 3.486 |

Saunders 3

| | | |
|---|---|---|
| Combined | Rank: | 65 |
| | Score: | 2.038 |
| Opera House | Rank: | 64 |
| | Score: | 1.390 |
| Church | Rank: | 61 |
| | Score: | 2.757 |

Residential 4

| | | |
|---|---|---|
| Combined | Rank: | 66 |
| | Score: | 2.000 |
| Opera House | Rank: | 76 |
| | Score: | 0.732 |
| Church | Rank: | 30 |
| | Score: | 3.405 |


Buildings 27

| | | |
|---|---|---|
| Combined | Rank: | 67 |
| | Score: | 1.987 |
| Opera House | Rank: | 70 |
| | Score: | 0.976 |
| Church | Rank: | 39 |
| | Score: | 3.108 |

Buildings 29

| | | |
|---|---|---|
| Combined | Rank: | 68 |
| | Score: | 1.987 |
| Opera House | Rank: | 63 |
| | Score: | 1.512 |
| Church | Rank: | 70 |
| | Score: | 2.514 |


Buildings 5

| | | |
|---|---|---|
| Combined | Rank: | 69 |
| | Score: | 1.936 |
| Opera House | Rank: | 36 |
| | Score: | 2.805 |
| Church | Rank: | 96 |
| | Score: | 0.973 |


Buildings 3

| | | |
|---|---|---|
| Combined | Rank: | 70 |
| | Score: | 1.897 |
| Opera House | Rank: | 71 |
| | Score: | 0.902 |
| Church | Rank: | 47 |
| | Score: | 3.000 |

Saunders 7

| | | |
|---|---|---|
| Combined | Rank: | 71 |
| | Score: | 1.808 |
| Opera House | Rank: | 73 |
| | Score: | 0.854 |
| Church | Rank: | 59 |
| | Score: | 2.865 |

Buildings 15

| | | |
|---|---|---|
| Combined | Rank: | 72 |
| | Score: | 1.769 |
| Opera House | Rank: | 66 |
| | Score: | 1.195 |
| Church | Rank: | 75 |
| | Score: | 2.405 |

Transit 22

| | | |
|---|---|---|
| Combined | Rank: | 73 |
| | Score: | 1.679 |
| Opera House | Rank: | 80 |
| | Score: | 0.244 |
| Church | Rank: | 33 |
| | Score: | 3.270 |

Ag & NR 11

| | | |
|---|---|---|
| Combined | Rank: | 74 |
| | Score: | 1.654 |
| Opera House | Rank: | 55 |
| | Score: | 1.878 |
| Church | Rank: | 91 |
| | Score: | 1.405 |

Residential 3

| | | |
|---|---|---|
| Combined | Rank: | 75 |
| | Score: | 1.564 |
| Opera House | Rank: | 78 |
| | Score: | 0.341 |
| Church | Rank: | 55 |
| | Score: | 2.919 |

Ag & NR 6

| | | |
|---|---|---|
| Combined | Rank: | 76 |
| | Score: | 1.551 |
| Opera House | Rank: | 43 |
| | Score: | 2.585 |
| Church | Rank: | 97 |
| | Score: | 0.405 |

Ag & NR 5

| | | |
|---|---|---|
| Combined | Rank: | 77 |
| | Score: | 1.462 |
| Opera House | Rank: | 69 |
| | Score: | 1.073 |
| Church | Rank: | 86 |
| | Score: | 1.892 |

Ag & NR 20

| | | |
|---|---|---|
| Combined | Rank: | 78 |
| | Score: | 1.449 |
| Opera House | Rank: | 74 |
| | Score: | 0.829 |
| Church | Rank: | 81 |
| | Score: | 2.135 |

Residential 17

| | | |
|---|---|---|
| Combined | Rank: | 79 |
| | Score: | 1.423 |
| Opera House | Rank: | 84 |
| | Score: | -0.244 |
| Church | Rank: | 34 |
| | Score: | 3.270 |

Residential 13

| | | |
|---|---|---|
| Combined | Rank: | 80 |
| | Score: | 1.346 |
| Opera House | Rank: | 82 |
| | Score: | -0.073 |
| Church | Rank: | 52 |
| | Score: | 2.919 |

Parks & Rec 9

| | | |
|---|---|---|
| Combined | Rank: | 81 |
| | Score: | 1.282 |
| Opera House | Rank: | 77 |
| | Score: | 0.683 |
| Church | Rank: | 84 |
| | Score: | 1.946 |

Residential 22

| | | |
|---|---|---|
| Combined | Rank: | 82 |
| | Score: | 1.244 |
| Opera House | Rank: | 79 |
| | Score: | 0.293 |
| Church | Rank: | 80 |
| | Score: | 2.297 |


Buildings 8

| | | |
|---|---|---|
| Combined | Rank: | 83 |
| | Score: | 1.179 |
| Opera House | Rank: | 89 |
| | Score: | -0.610 |
| Church | Rank: | 35 |
| | Score: | 3.162 |

Residential 24

| | | |
|---|---|---|
| Combined | Rank: | 84 |
| | Score: | 1.154 |
| Opera House | Rank: | 87 |
| | Score: | -0.463 |
| Church | Rank: | 50 |
| | Score: | 2.946 |

Residential 1

| | | |
|---|---|---|
| Combined | Rank: | 85 |
| | Score: | 1.077 |
| Opera House | Rank: | 88 |
| | Score: | -0.561 |
| Church | Rank: | 56 |
| | Score: | 2.892 |


Buildings 17

| | | |
|---|---|---|
| Combined | Rank: | 86 |
| | Score: | 0.962 |
| Opera House | Rank: | 90 |
| | Score: | -0.805 |
| Church | Rank: | 54 |
| | Score: | 2.919 |


Buildings 21

| | | |
|---|---|---|
| Combined | Rank: | 87 |
| | Score: | 0.936 |
| Opera House | Rank: | 92 |
| | Score: | -0.976 |
| Church | Rank: | 43 |
| | Score: | 3.054 |

Residential 9

| | | |
|---|---|---|
| Combined | Rank: | 88 |
| | Score: | 0.756 |
| Opera House | Rank: | 91 |
| | Score: | -0.927 |
| Church | Rank: | 67 |
| | Score: | 2.622 |

Transit 21

| | | |
|---|---|---|
| Combined | Rank: | 89 |
| | Score: | 0.731 |
| Opera House | Rank: | 83 |
| | Score: | -0.220 |
| Church | Rank: | 88 |
| | Score: | 1.784 |

Ag & NR 14

| | | |
|---|---|---|
| Combined | Rank: | 90 |
| | Score: | 0.628 |
| Opera House | Rank: | 81 |
| | Score: | 0.049 |
| Church | Rank: | 94 |
| | Score: | 1.270 |

| | | |
|---|---|---|
| Combined | Rank: | 91 |
| | Score: | 0.500 |
| Opera House | Rank: | 93 |
| | Score: | -1.220 |
| Church | Rank: | 77 |
| | Score: | 2.405 |

Residential 5

| | | |
|---|---|---|
| Combined | Rank: | 92 |
| | Score: | 0.462 |
| Opera House | Rank: | 95 |
| | Score: | -1.268 |
| Church | Rank: | 78 |
| | Score: | 2.378 |

Residential 23


| | | |
|---|---|---|
| Combined | Rank: | 93 |
| | Score: | 0.436 |
| Opera House | Rank: | 99 |
| | Score: | -1.902 |
| Church | Rank: | 46 |
| | Score: | 3.027 |

Buildings 22

Residential 26

| | | |
|---|---|---|
| Combined | Rank: | 94 |
| | Score: | 0.244 |
| Opera House | Rank: | 96 |
| | Score: | -1.415 |
| Church | Rank: | 82 |
| | Score: | 2.081 |

Buildings 20

| | | |
|---|---|---|
| Combined | Rank: | 95 |
| | Score: | -0.179 |
| Opera House | Rank: | 97 |
| | Score: | -1.537 |
| Church | Rank: | 92 |
| | Score: | 1.324 |

Buildings 23

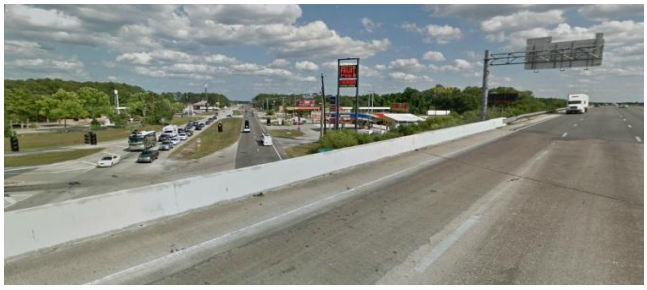
| | | |
|---|---|---|
| Combined | Rank: | 96 |
| | Score: | -0.282 |
| Opera House | Rank: | 95 |
| | Score: | -1.268 |
| Church | Rank: | 99 |
| | Score: | -0.108 |

Transit 20

| | | |
|---|---|---|
| Combined | Rank: | 97 |
| | Score: | -0.333 |
| Opera House | Rank: | 98 |
| | Score: | -1.585 |
| Church | Rank: | 95 |
| | Score: | 1.054 |

Buildings 12

| | | |
|---|---|---|
| Combined | Rank: | 98 |
| | Score: | -0.577 |
| Opera House | Rank: | 94 |
| | Score: | -1.220 |
| Church | Rank: | 98 |
| | Score: | 0.135 |



Transit 17

| | | |
|---|---|---|
| Combined | Rank: | 99 |
| | Score: | -0.679 |
| Opera House | Rank: | 101 |
| | Score: | -2.488 |
| Church | Rank: | 93 |
| | Score: | 1.324 |

Ag & NR 4

| | | |
|---|---|---|
| Combined | Rank: | 100 |
| | Score: | -0.833 |
| Opera House | Rank: | 85 |
| | Score: | -0.341 |
| Church | Rank: | 100 |
| | Score: | -1.378 |


Residential 10

| | | |
|---|---|---|
| Combined | Rank: | 101 |
| | Score: | -2.000 |
| Opera House | Rank: | 100 |
| | Score: | -1.927 |
| Church | Rank: | 102 |
| | Score: | -2.081 |

Buildings 24

| | | |
|---|---|---|
| Combined | Rank: | 102 |
| | Score: | -2.462 |
| Opera House | Rank: | 102 |
| | Score: | -3.146 |
| Church | Rank: | 101 |
| | Score: | -1.703 |


Buildings 26

| | | |
|---|---|---|
| Combined | Rank: | 103 |
| | Score: | -3.218 |
| Opera House | Rank: | 104 |
| | Score: | -4.024 |
| Church | Rank: | 103 |
| | Score: | -2.324 |

Ag & NR 19

| | | |
|---|---|---|
| Combined | Rank: | 104 |
| | Score: | -3.795 |
| Opera House | Rank: | 103 |
| | Score: | -3.683 |
| Church | Rank: | 104 |
| | Score: | -3.919 |

# Appendix G

*Residents/Individuals Interviewed by Jefferson County Studio*

**Residents/Individuals Interviewed by Jefferson County Studio**

Ana-Marie (Monticello Opera House)

Betsy Barfield (Jefferson County Commissioner)

Dr. George Cole (Jefferson County Resident/Served on Planning Commission)

Neil Fleckenstein (Tall Timbers Research Station & Land Conservancy)

Angela Gray (Jefferson County Property Appraiser)

Lola Hightower (Jefferson County Housing Liaison)

David Hobbs (Jefferson County Sheriff)

Melanie Mays (Chamber of Commerce)

C.P. Miller (Resident/Planning Commission Member)

Corwin Padget (Planning Commission Vice-Chair)

Idella Scott (City Councilwoman)

Margie Stern (Main Street Monticello)

Bill Tellefsen (Head Planner, Jefferson County Planning Department)

Stephen Walker (Resident/Walker Farms)

Mr. Warrick (Lifetime Jefferson County Resident/Library Genealogist)

# Appendix H

*FDOT Monticello By-Pass*

*2005 Corridor Study*

# FLORIDA
# DEPARTMENT OF TRANSPORTATION
# DISTRICT 3

**CHIPLEY, FLORIDA**

# CORRIDOR REPORT

## State Road 57 (US 19)
## Monticello By-Pass

From South of CR 158
To North of CR 149

In Jefferson County

Financial Project ID No: 413882-1-22-01

January, 2005


Prepared By:

THE LPA GROUP
TRANSPORTATION CONSULTANTS

In Association With:

DRMP
ENGINEERS · SURVEYORS · PLANNERS · SCIENTISTS

01/26/05

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## APPENDICES

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# LIST OF TABLES

## 1.0 SUMMARY

This report documents the Corridor Study for SR 57 (US 19) from south of CR 158 to north of CR 159, also known as the Monticello By-Pass. Conducted by the Florida Department of Transportation and completed in early 2005, this study represents Stage 1 of a two-part study process. The analysis conducted for Stage 1 involved the development and evaluation of a wide array of potential transportation improvement alternatives, which include:

- Geometric and Operational Improvements to the Existing Corridor,
- Capacity Improvements to the Existing Corridor
- Off-System Alternatives (improving existing facilities parallel to SR 57)
- By-Pass Alternatives
- No Build (Do Nothing)

In support of the alternatives development and evaluation process, extensive coordination with local government, agencies and elected officials was conducted. A series of public involvement meetings and planning workshops were also held to gain input from local residents and the general public.

Each alternative was evaluated based on its ability to meet the desired level of travel service while minimizing social, economic and environmental impacts. SR 57 (US 19) is part of the Florida Intrastate Highway System (FIHS), and is also designated an Emerging Corridor on the Strategic Intermodal System (SIS) for the State of Florida.

The design criteria associated with the FIHS and SIS designations impose significant restrictions on the roadway geometry. This would essentially require a by-pass along a new alignment in order to maintain consistency with the state's transportation plans. However, future traffic projections do not indicate a deficiency in the level of service on the existing system in the 2030 design year.

The Stage 1 Corridor Study has determined the by-pass alternatives should be carried forward into the Stage 2 PD&E Study. As a potential interim improvement, geometric/operational improvements to the existing facility will also be carried forward for future study in Stage 2.

No commitments have been made by FDOT during the Stage 1 phase.

The Stage 2 evaluation will employ the Project Development and Environment (PD&E) Study process, which meets the requirements of the National Environmental Protection Act (NEPA) and maintains the project's eligibility to receive future federal funding. As of the date of this report, funding for the Stage 2 PD&E Study was not programmed.

## 2.0 INTRODUCTION

### 2.1 PURPOSE

The purpose of the SR 57 (US 19) Monticello By-Pass Project Development and Environment (PD&E) Study is to develop and evaluate potential transportation improvement alternatives that meet the desired level of travel service while minimizing social, economic and environmental impacts. The project limits along SR 57 (US 19) are from south of CR 158 to north of CR 149. The PD&E Study is being conducted in two stages. Stage 1, which is the subject of this report, involves Corridor Study tasks that include documenting project need and existing engineering and environmental conditions within the project limits, evaluating existing and projected travel demand and traffic operations, developing a series of potential transportation improvement alternative corridors and evaluating those alternatives to identify viable corridors which may be advanced into the Stage 2 PD&E Study. Input and involvement from local citizens and public agencies is an important part of the Stage 1 effort. The Stage 2 PD&E Study would include the completion of project documentation and public involvement activities to meet the requirements of the PD&E Manual.

### 2.2 BACKGROUND INFORMATION

The evaluation of an alternate truck route or by-pass around the incorporated limits of the City of Monticello has been a community concern for nearly 30 years. In 1976, the Jefferson County Board of County Commissioners sponsored the *Monticello By-Pass Study*, which was prepared by the University of Florida. In 1989, the Florida Department of Transportation (FDOT) completed the *US 19 Corridor Study*, which evaluated potential transportation improvements along US 19 in Taylor, Madison and Jefferson counties. In 1998, the FDOT completed the *US 19 Action Plan* for Taylor, Madison and Jefferson counties, which documented the need for corridor improvements along US 19 necessary to meet Florida Intrastate Highway System (FIHS) standards in effect at the time of the study. Jefferson County and Monticello are part of the Apalachee Regional Planning Council.

Relative to the concept of an alternate truck route or by-pass around Monticello, these previous studies were generated in part by community issues, concerns and desires to improve operational characteristics in the core downtown Monticello area. These issues, concerns and desires can be summarized as follows:

- Reduce existing and anticipated heavy truck volumes
- Improve safety conditions
- Preserve the small town atmosphere
- Provide economic stability in the core downtown area.

Historically, one of the challenges associated with implementing an alternate

truck route or by-pass around the City of Monticello has been reaching consensus on a viable project alternative that achieves the overall transportation goals and objectives while minimizing, to the greatest extent possible, social, economic and environmental impacts. Another challenge associated with the previous studies was related to the inability to fully document project need based on future travel demand. Over the years, the local community has continued to promote the desire to reduce of truck traffic, enhance safety, provide economic stability and preserve the community characteristic of the downtown area.

In response to this continued community interest, specifically generated by the Jefferson County Chamber of Commerce, the FDOT has undertaken Phase 1 of a formal the Project Development and Environment (PD&E) Study to identify potential transportation improvements that address community concerns. The factors that constitute the need for the proposed improvements include current and projected roadway deficiencies including traffic capacity, congestion and geometric design, safety, consistency with adopted local, state and regional long range transportation plans and growth management plans and socio-economic demand. These factors are discussed below in Section 3. The initiation of the formal PD&E Study will allow FDOT to maintain eligibility for future federal funding for this project, should funds be made available.

## 2.3 PROJECT DESCRIPTION

The SR 57 (US 19) Monticello By-Pass Project Limits are shown on Figure 2-1. SR 57 (US 19) is part of the Florida Intrastate Highway System (FIHS) and has been identified as an emerging corridor on the Strategic Intermodal System (SIS) Plan. Historically, this four-lane divided roadway has been known as the Florida-Georgia Parkway, serving as a major north-south route for local, regional and interstate traffic. In the center of the study corridor, SR 57 (US 19) intersects with a regional east-west route, SR 10 (US 90). The intersection formed by these two roadways is a roundabout that contains the historic Jefferson County Courthouse in its central island. Surrounding the roundabout and courthouse square is the central business district of the City of Monticello.

Although SR 57 (US 19) is typically a four-lane roadway, there is a small section immediately north of the roundabout that is two-lanes with angled on-street parking. The roundabout and two-lane section of SR 57 (US 19) are significant geometric constraints for this heavily traveled corridor. Aside from lane continuity and capacity issues, negotiating the roundabout is a challenge for the considerable number of large trucks utilizing this roadway. Observations during peak periods have documented truck volumes comprising as much as 20% of the traffic on SR 57 (US 19), and 10% of traffic on SR 10 (US 90).

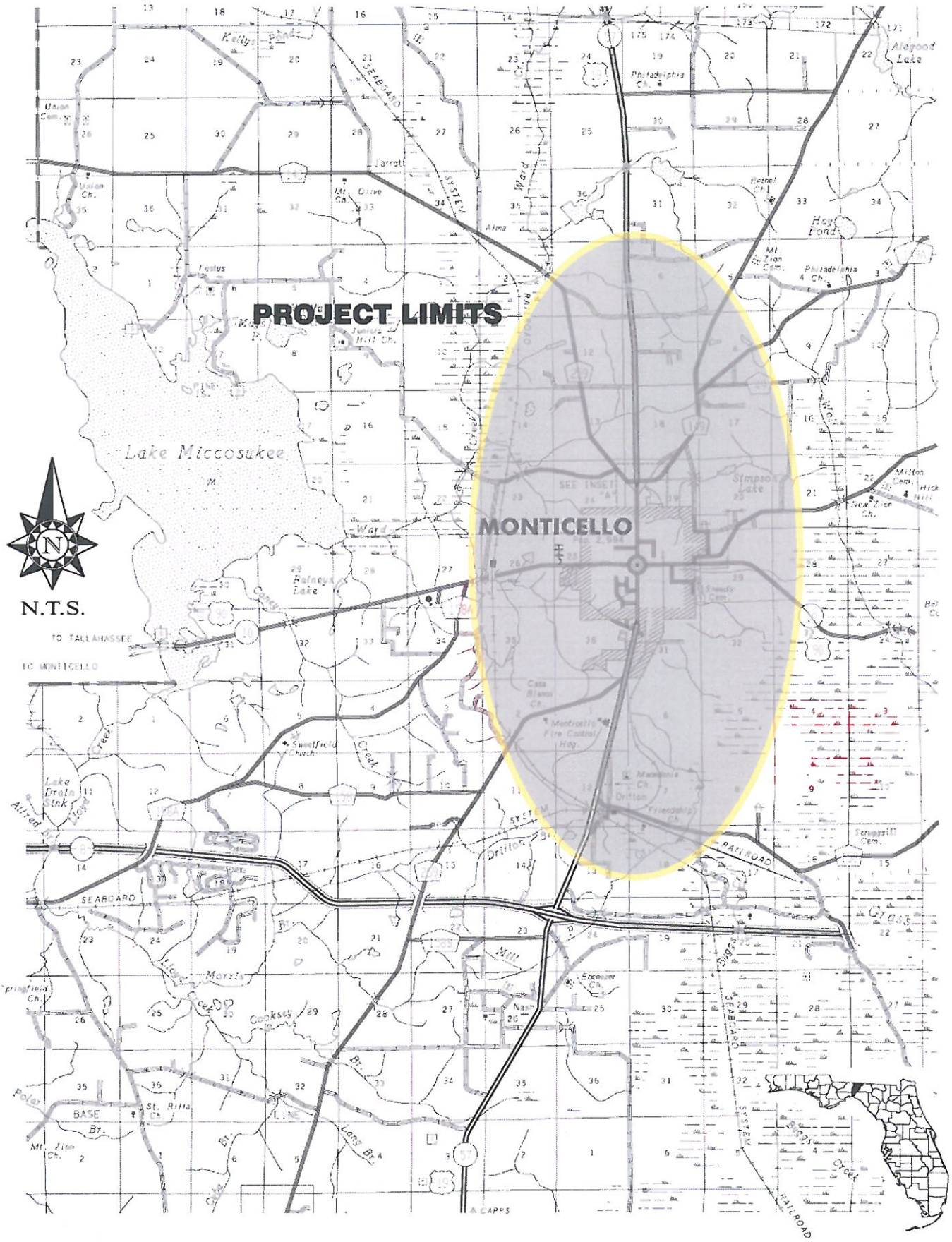
Stage 1 of the PD&E Study evaluates a range of potential options that would improve travel safety and capacity in the area to identify viable alternatives to be carried forward into Stage 2. The alternatives have been divided into the following three classifications according to the nature of the improvements:

- Operational and geometric improvement alternatives that evaluate the potential for access management, traffic operations, enhanced signing and pavement markings and intersection improvements to provide interim capacity and safety improvements along SR 57 (US 19).

- "Corridor-level" concepts for widening the existing SR 57 (US 19) roadway within the project limits and improving the geometry of the existing roundabout.

- "Corridor-level" concepts for alternative roadway corridors or one-way pairs that could help relieve truck conflicts, safety concerns, environmental concerns, capacity concerns resulting from the existing roadway configuration and bring this section of SR 57 (US 19) into compliance with FIHS / SIS standards.

These alternative improvement strategies, along with the "no build" or "do nothing" alternative, are discussed in more detail in Section 7.0 of the report. Improvement alternatives have been evaluated according to a set of evaluation criteria that considers travel service, impacts to natural, social and physical environment conditions and project cost.




| | | | |
|---|---|---|---|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | **SR 57 (US 19) MONTICELLO BY-PASS STUDY** | **PROJECT LIMITS MAP** | **FIGURE 2-1** |

## 3.0 NEED FOR IMPROVEMENT

### 3.1 DEFICIENCIES

Existing and future year travel demand characteristics were developed for the SR 57 (US 19) Monticello By-Pass Corridor Study (Stage I of the PD&E Study). This included an analysis of traffic flow conditions on roadway segments along the SR 57 (US 19) and SR 10 (US 90) corridors and at the roundabout intersection between the two roadways in the center of town. The analyses of existing and future conditions were based on current traffic counts and existing roadway and intersection geometry. The level of service (LOS) was analyzed for roadway segments and for the roundabout intersection of SR 57 (US 19) and SR 10 (US 90). The LOS analysis was conducted for existing conditions and for future conditions (years 2010 and 2030), assuming no capacity improvements to the existing facilities.

Traffic data collected for this project included four (4) seven-day vehicle classification counts, one (1) eight-hour turning movement count and one (1) 48-hour volume count. Existing year (2004) average annual daily traffic (AADT) volumes on SR 57 (US 19) range from 4,300 vehicles per day (vpd) to 10,100 vpd and volumes on SR 10 (US 90) range from 2,500 vpd to 7,900 vpd. By the year 2030, the traffic volumes along SR 57 (US 19) are expected to range from 5,600 vpd to 13,200 vpd and volumes on SR 10 (US 90) range from 3,300 vpd to 10,300 vpd. The percentage of total trucks was approximately 10% on SR 10 (US 90) in both the a.m. and p.m. peaks. On SR 57 (US 19), the percentages were approximately 20% in both the a.m. and p.m. peaks north of Monticello and approximately 15% in the a.m. and 8% in the p.m. peaks south of Monticello.

For all SR 10 (US 90) segments, the adopted LOS standard is C and existing levels of service are A or B, with the exception of the segment from SR 57 (US 19) to Railroad Street, which is at LOS C. For SR 57 (US 19), the LOS standard is B for segments outside the City of Monticello and C for segments inside the city. Existing levels of service are all A, except for the two-lane segment from SR 10 (US 90) to Chestnut Street, which is at LOS C. *All roadway segment levels of service are within the adopted standards for the design year 2030.*

To analyze the operation of the roundabout, an eight-hour turning movement count was conducted at the intersection of SR 57 (US 19) and SR 10 (US 90) and analyzed using the roundabout module in the Highway Capacity Software (HCS 2000) for un-signalized intersections. All calculated existing volume to capacity (v/c) ratios are below 0.85, which is the highest acceptable v/c ratio for a roundabout approach. The existing intersection LOS is therefore acceptable.

The future analysis of the roundabout shows that in 2010, the southbound approach will have a v/c ratio exceeding 0.85 in the a.m. peak, which is in the unacceptable range. The other approaches have ratios below 0.85 in 2010. *In 2030, all four approaches have unacceptable v/c ratios in the am peak and the*

*northbound and southbound approaches are also unacceptable in the mid-day peak.*

In addition to the capacity deficiencies identified above, there are geometric constraints associated with the roundabout that fail to safely accommodate certain over-sized vehicles. Traffic control associated with the roundabout requires City officers to respond an average of 15 times a year to incidents regarding tractor-trailers negotiating the roundabout, traffic accidents, funeral processions and community events such as parades.

## 3.2 SAFETY

Documented crash records for the years 1998 through 2002 indicate a generally low overall level of crash incidents throughout the project limits. The crash analysis does not indicate that there are any high crash segments within the project limits that need to be addressed. A larger safety concern is related to pedestrians in the downtown area and crossing the roundabout to the county Courthouse.

Only one report of a vehicle-pedestrian accident was observed in the study years. An 8-hour pedestrian count conducted in the area of the roundabout indicated that 285 pedestrian crossings were made to or from the Courthouse. Roundabouts are efficient features for moving traffic but they are not recommended for pedestrian movements that are directed to the center of the circle. The relatively high number of pedestrian crossings to the Courthouse as well as the generally high level of pedestrian traffic associated with the businesses in the downtown area combined with the fact that SR 57 (US 19) has 20% truck traffic creates a potentially hazardous situation. Also contributing to the safety concerns for the area is the angled, on-street parking within two blocks of the roundabout. Motorist exiting the roundabout lack the sight-distance to detect vehicles pulling out of the on-street parking. Motorists backing out of the angled parking complain of lack of visibility while backing out of the on-street parking into moving traffic.

## 3.3 CONSISTENCY WITH LOCAL, STATE AND REGIONAL TRANSPORTATION PLANS

The SR 57 (US 19) corridor is listed as an Emerging Corridor in FDOT's Strategic Intermodal System (SIS) and is part of the Florida Intrastate Highway System (FIHS). However, the design, right-of-way acquisition and construction phases for this project are not included in Jefferson County's Comprehensive Plan nor are they listed on FDOT's Five-Year Work Program. The corridor has recently been added to the District's Needs Plan.

## 3.4 SOCIAL AND ECONOMIC DEMAND

SR 57 (US 19) and SR 10 (US 90) are critical links in the regional transportation network serving Jefferson County and the State of Florida. In addition to

providing access to adjacent properties, these corridors provide for the efficient movement of people and goods within the region. The existing land use within the project limits varies from rural undeveloped and agricultural land to a developed central business district with historical significance. Based on the results of previous studies and public perception, project alternatives for this study are expected to have varying levels of impact on and/or benefit to the economic viability of the downtown area and surrounding undeveloped land. These issues will be addressed during the PD&E Study.

## 4.0 EXISTING CONDITIONS

### 4.1 ROADWAY CHARACTERISTICS

SR 57 (US 19) has multiple roadway sections along the length of the corridor within the project limits. To aid in the following discussion, the existing SR 57 (US 19) corridor is broken up into seven segments. The seven segments are shown and described in Figure 4-1, Roadway Segment Survey.

#### 4.1.1 Functional Classification

Based on the FDOT Straight Line Diagrams (SLD), SR 57 (US 19) is classified as a "Rural Principal Arterial – Other" within the project limits. The existing facility is part of the Florida Intrastate Highway System (FIHS). The FIHS is an interconnected statewide system of limited access and controlled access facilities. Additionally, the existing facility is part of FDOT's new Strategic Intermodal System listed as an "Emerging Corridor". The Strategic Intermodal System (SIS) is composed of transportation corridors and facilities of statewide and interregional significance for more efficient movement of both passengers and freight. An Emerging Corridor is defined as a facility of statewide or interregional significance that does not currently meet the criteria and threshold for SIS designation but is expected to experience a growing level of activity. Standards and criteria are not currently available for SIS facilities. Straight Line Diagrams are provided in Appendix A of this report.

#### 4.1.2 Typical Sections

The existing roadway sections on SR 57 (US 19) vary along the length of the project from a four-lane rural divided highway to a two-lane urban (curb and gutter) roadway. Figures 4-2 through 4-4 detail the various existing typical sections by segment. The typical section shown in Figure 4-2 for Segment 2 reflects recent improvements made during a milling and resurfacing project conducted in 2003. The SLD have not been updated to reflect this improvement.

#### 4.1.3 Posted and Design Speed

As the typical sections vary so do the posted and design speeds. Posted and design speeds are tabulated in Table 4-1. Posted speeds range from 65 mph in the rural segments to 25 mph in the two-lane segments.

**Table 4-1**
**Existing Posted & Design Speeds - SR 57 (US 19)**

| Segment | Mile Post | | Segment Length | Description | Design Speed | Posted Speed | ROW | Roadway Section Description |
|---|---|---|---|---|---|---|---|---|
| | Begin | End | miles | south to north | mph | mph | feet | |
| | | | | | | | | |
| 1 | 4.801 | 8.811 | 4.010 | I-10 to S. City Limits | 65 | 65 | 200 | 4 lane divided rural |
| 2 | 8.811 | 9.117 | 0.306 | S. City Limits to Cherokee St. | 45 | 35 | 80 | 5 lane urban |
| 3 | 9.117 | 9.690 | 0.573 | Cherokee St. to Roundabout | 35 | 35 | 80 | 4 lane urban w/ parking lanes |
| 4 | 9.690 | 9.761 | 0.071 | Roundabout (@ US 90) | 15 | 25 | 280 | Roundabout |
| 5 | 9.761 | 9.775 | 0.014 | Roundabout to Pearl St. | 25 | 25 | 80 | 2 lane urban w/ diagonal parking |
| 6 | 9.775 | 10.230 | 0.455 | Pearl St. to Chestnut St. | 30 | 25 | 80 | 2 lane urban |
| 7 | 10.230 | 10.869 | 0.639 | Chestnut St. to CR 149 | 45 | 45 | 80 | 4 lane urban w/ parking lanes |
| 8 | 10.869 | | | CR 149 north to GA State Line | 65 | 65 | 200 | 4 lane divided rural |

### 4.1.4 Railroad Crossing

There is one railroad crossing consisting of twin bridge structures at milepost 6.255. The rail corridor is owned and operated by CSX Transportation. The crossing is a grade-separated with SR 57 (US 19) going over the railroad. The bridge structures are discussed more in the Section 4.2.

### 4.1.5 Pedestrian, Bicycle and Public Transportation Facilities

Sidewalks are provided for pedestrians from MP 8.811 to MP 10.647. There are no designated bike lanes or wide shoulders for bicycle traffic.

### 4.1.6 Right-of-Way

The existing right-of-way is 200 feet for the four-lane divided rural sections north and south of Monticello. At all other locations, with the exception of the roundabout, the existing right-of-way width is 80 feet and located at the back of sidewalk. According to the existing plans for the recent milling and resurfacing the right-of-way at the roundabout is located at the back of sidewalk with a total width of 280 feet, at the widest locations.

### 4.1.7 Horizontal Alignment

The general horizontal alignment of SR 57 (US 19) is a north-south orientation from I-10 to the Georgia state line. The roadway consists of a series of gentle curves connected by long tangents. The delta of the sharpest curve is 1° 56' 00".

### 4.1.8 Vertical Alignment

The general vertical alignment is composed of a series of gentle vertical curves. These curves are largely located at the southern end of the project limits in the 4-lane divided rural section. The crest vertical curves may not meet current stopping sight distance requirements.

### 4.1.9 Drainage

Roadside ditches and swales collect the stormwater runoff in the rural segments with no additional treatment provided. Numerous culverts exist along these stretches. Runoff is collected in a curb and gutter system on all other segments of roadway and discharged without treatment.

### 4.1.10 Geotechnical Data

Jefferson County, located in the eastern part of the Florida panhandle, encompasses a transitional geologic area that separates the thick tertiary carbonate sediment characteristic of the Florida peninsula from the

predominant age-equivalent clastic sediment of western Florida. The geologic area is underlain by thick limestones, dolomites, sands and clays in the northern half of the county.

The two major physiographic divisions in Jefferson County are the Northern Highlands and the Coastal Lowlands. The Northern Highlands extend over the northern two-thirds of the county and the Coastal Lowlands are in the remaining third of Jefferson County. The project is primarily located in the Northern Highlands.

The boundary between the two divisions is a well-defined, southward-facing escarpment, the Cody Scarp. This escarpment is considered to be one of the most persistent topographic breaks in Florida.

The Northern Highlands include a prominent physiographic feature known as the Tallahassee Hills, which lies between the Florida-Georgia state line on the north and the Gulf Coastal Lowlands on the south. The Tallahassee Hills are erosional-remnant hills and ridges that have elevations up to 260 feet. However, a relatively large low area associated with a number of hills is along the eastern side of the county. Although the Tallahassee Hills in this area have been highly dissected by stream erosion and subsurface solution, they probably once represented a nearly flat Miocene delta plain that covered all of northern Jefferson County.

The major soil type within the project limits is classified as Orangeburg-Dothan-Fuquay according to the 1989 Soil Survey of Jefferson County, Florida published by the USDA Soil Conservation Service. Orangeburg-Dothan-Fuquay is defined as nearly level to rolling, well-drained soils; some are loamy throughout, some are sandy to a depth of less than 20 inches and loamy below and some are sandy to a depth of 20 to 40 inches and loamy below. Figure 4-5 shows the general soil types in Jefferson County.

### 4.1.11 Crash Data

Traffic crash data for the years 1998 through 2002 was obtained from FDOT Safety Office for SR 57 (US 19) and SR 10 (US 90) within the project limits. Additionally, traffic crash data for the years 2000 through 2003 was obtained from Monticello City Police. Florida Highway Patrol (FHP) does not typically respond to traffic accidents on SR 57 (US 19) and SR 10 (US 90) within the city limits unless specifically requested by City Police. Additionally, Monticello City Police does not report accidents to the FDOT Safety Office.

A summary of the FDOT crash data for SR 57 (US 19) is presented in Table 4-2. Table 4-3 summarizes FDOT crash data for SR 10 (US 90). The entire project length of SR 57 (US 19) experienced 39 crashes for the

five-year period, including 69 vehicles, 50 injuries, no fatalities and a total economic loss of $6,172,401 as reported to the FDOT Safety Office. Figure 4-6 illustrates the number of crashes by location along SR 57 (US 19). Likewise, SR 10 (US 90) experienced 6 crashes, including 10 vehicles, 3 injuries, no fatalities and a total economic loss of $850,394 as reported to the FDOT Safety Office. Figure 4-7 illustrates the number of crashes by location along SR 10 (US 90).

Monticello City Police crash data for a four-year period, from 2000 through 2003 indicates a per year average of 26 traffic accidents on SR 57 (US 19), 14 traffic accidents on SR 10 (US 90) and 4.5 traffic accidents at the roundabout. There was one report of a vehicle vs. pedestrian accident at the roundabout. Milepost locations for accidents were not available. Anticipated higher crash rate areas would be expected in the two-lanes section of downtown with on-street parking and around the local shopping complex (Winn-Dixie Shopping Center) at milepost 9.0.

In summary, historic crash data does not identify any existing segments that are experiencing significant safety issues. The roundabout averages the highest number of incidents at 4.5 per year, with one vehicle vs. pedestrian accident since 2000.

**Table 4-2**
**Summary of Crash Data**
**SR 57 (US 19), Jefferson County, Fla**
Section 54030000 Milepost 4.451 - 13.366

| Type of Collision: | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| 1. Rear End Collision | 1 | 2 | 1 | | | 4 |
| 2. Head-on Collision | | | | 1 | | 1 |
| 3. Angle Collision | 5 | 2 | 3 | 2 | 2 | 14 |
| 4. Left Turn Collision | | 2 | | 2 | | 4 |
| 5. Right Turn Collision | | | 1 | | 1 | 2 |
| 6. Sideswipe Collision | 1 | | | | | 1 |
| 7. Backing Collision | | | | | | 0 |
| 8. Collision w/ Parked Car | | | | | | 0 |
| 9. Collision w/ M/V Other Road | 1 | | | | | 1 |
| 10. Collision w/ Pedestrian | | | | | | 0 |
| 11. Collision w/ Bicycle | | | | | | 0 |
| 12. Collision w/ Bicycle in Bike Lane | | | | | | 0 |
| 13. Collision w/ Moped | | | | | | 0 |
| 14. Collision w/ Train | | | | | | 0 |
| 15. Collision w/ Animal | | | | 1 | | 1 |
| 16. M/V Hit Sign/Post | | | | | | 0 |
| 17. M/V Hit Utility Pole/Light Pole | | | | | | 0 |
| 18. M/V Hit Guardrail | 1 | | | | | 1 |
| 19. M/V Hit Fence | | | | | | 0 |
| 20. M/V Hit Concrete Barrier Wall | | | | | | 0 |
| 21. M/V Hit Bridge/Pier/Abutment | | | | | 1 | 1 |
| 22. M/V Hit Tree/Shrub | | 1 | | | 1 | 2 |
| 23. Collision w/ Construction Barricade/Sign | | | | | | 0 |
| 24. Collision w/ Traffic Gate | | | | | | 0 |
| 25. Collision w/ Crash Attenuators | | | | | | 0 |
| 26. Collision w/ Fixed Object Above Road | | | | | | 0 |
| 27. M/V Hit Other Fixed Object | | | | | | 0 |
| 28. Collision w/ Moveable Object On Road | | | | | | 0 |
| 29. M/V Ran into Ditch/Culvert | 1 | | | | | 1 |
| 30. Ran Off Road into Water | | | | | | 0 |
| 31. Overturned | | | | 1 | 1 | 2 |
| 32. Occupant Fell From Vehicle | | | | | | 0 |
| 33. Tractor/Trailer Jackknifed | | | | | 1 | 1 |
| 34. Fire 35 Explosion | | | | | | 0 |
| 77. All Other | | | 1 | | | 1 |
| 00. Unknown | 1 | | 1 | | | 2 |
| Total | 11 | 7 | 7 | 7 | 7 | 39 |

**Table 4-2 Continued**
**Summary of Crash Data**
**SR 57 (US 19), Jefferson County, Fla**
Section 54030000 Milepost 4.451 - 13.366

| Vehicle Type | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| 1. Automobile | 15 | 7 | 7 | 6 | 6 | 41 |
| 2. Passenger Van | 1 | 1 | 1 | | | 3 |
| 3. Pickup / Light Truck (2 Rear Tires) | 1 | 3 | 2 | 4 | 2 | 12 |
| 4. Medium Truck (4 Rear Tires) | | | | | | 0 |
| 5. Heavy Truck (2 Or More Rear Axles) | | 1 | | 1 | 1 | 3 |
| 6. Truck Tractor | 1 | 1 | 1 | 1 | 1 | 5 |
| 7. Motor Home (RV) | | | | | | 0 |
| 8. Bus (Drivr + 9 - 15 Pass.) | | | | | | 0 |
| 9. Bus (Drivr + > 15 Pass.) | | | | | | 0 |
| 10. Bicycle | | | | | | 0 |
| 11. Motorcycle | | | | | | 0 |
| 12. Moped / Scooter | | | | | | 0 |
| 13. ATV | | | | | | 0 |
| 14. Train | | | | | | 0 |
| 15. Low speed Vehicle | | | | | | 0 |
| 77. Other | 1 | | 1 | | | 2 |

| Site Location | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| 1. Not at Intersection / RR Xing / Bridge | 4 | 1 | 3 | 3 | 3 | 14 |
| 2. At Intersection | 5 | 4 | 1 | 1 | 2 | 13 |
| 3. Influenced By Intersection | | | | | | 0 |
| 4. Driveway Access | 1 | 1 | 1 | 1 | 2 | 6 |
| 5. Railroad Crossing | | | | | | 0 |
| 6. Bridge | | | | | | 0 |
| 7. Entrance Ramp | 1 | 1 | 2 | 1 | | 5 |
| 8. Exit Ramp | | | | 1 | | 1 |
| 9. Parking Lot (Public) | | | | | | 0 |
| 10. Parking Lot (Private) | | | | | | 0 |
| 11. Private Property | | | | | | 0 |
| 12. Toll Booth | | | | | | 0 |
| 13. Public Bus Stop Zone | | | | | | 0 |
| 77. All Other | | | | | | 0 |

| Crash Summary | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| Total Number of Crashes: | 11 | 7 | 7 | 7 | 7 | 39 |
| Total Number of Vehicles Involved: | 21 * | 13 | 13 * | 12 | 10 | 69 |
| Injuries: | 19 | 6 | 8 | 12 | 5 | 50 |
| Fatalities: | 0 | 0 | 0 | 0 | 0 | 0 |
| Drivers Under Influence: | 0 | 1 | 1 | 0 | 0 | 2 |
| Economic Loss: | $1,731,805 | $847,151 | $1,197,815 | $1,197,815 | $1,197,815 | $6,172,401 |

* Includes vehicles not accounted for in Vehicle Type Table above

**Table 4-3**
**Summary of Crash Data**
**SR 10 (US 90), Jefferson County, Fla**
Section 54010000 Milepost 8.251 - 13.410

| Type of Collision: | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| 1. Rear End Collision | 1 | | | 1 | | 2 |
| 2. Head-on Collision | | | | | | |
| 3. Angle Collision | 1 | 1 | | | | 2 |
| 4. Left Turn Collision | | | | | | |
| 5. Right Turn Collision | | | | | | |
| 6. Sideswipe Collision | | | | | | |
| 7. Backing Collision | | | | | | |
| 8. Collision w/ Parked Car | | | | | | |
| 9. Collision w/ M/V Other Road | | | | | | |
| 10. Collision w/ Pedestrian | | | | | | |
| 11. Collision w/ Bicycle | | | | | | |
| 12. Collision w/ Bicycle in Bike Lane | | | | | | |
| 13. Collision w/ Moped | | | | | | |
| 14. Collision w/ Train | | | | | | |
| 15. Collision w/ Animal | | | | | | |
| 16. M/V Hit Sign/Post | | | | | | |
| 17. M/V Hit Utility Pole/Light Pole | | | | | | |
| 18. M/V Hit Guardrail | | | | | | |
| 19. M/V Hit Fence | | | | | | |
| 20. M/V Hit Concrete Barrier Wall | | | | | | |
| 21. M/V Hit Bridge/Pier/Abutment | | | | | | |
| 22. M/V Hit Tree/Shrub | | | | | | |
| 23. Collision w/ Construction Barricade/Sign | | | | | | |
| 24. Collision w/ Traffic Gate | | | | | | |
| 25. Collision w/ Crash Attenuators | | | | | | |
| 26. Collision w/ Fixed Object Above Road | | | | | | |
| 27. M/V Hit Other Fixed Object | | | | | | |
| 28. Collision w/ Moveable Object On Road | | | | | | |
| 29. M/V Ran into Ditch/Culvert | | 1 | | | | 1 |
| 30. Ran Off Road into Water | | | | | | |
| 31. Overturned | | 1 | | | | 1 |
| 32. Occupant Fell From Vehicle | | | | | | |
| 33. Tractor/Trailer Jackknifed | | | | | | |
| 34. Fire 35 Explosion | | | | | | |
| 77. All Other | | | | | | |
| 00. Unknown | | | | | | |
| Total | 2 | 3 | 0 | 1 | 0 | 6 |

**Table 4-3 Continued**
**Summary of Crash Data**
**SR 10 (US 90), Jefferson County, Fla**
Section 54010000 Milepost 8.251 - 13.410

| Vehicle Type | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| 1. Automobile | 2 | 2 | | 1 | | 5 |
| 2. Passenger Van | 1 | 1 | | 1 | | 3 |
| 3. Pickup / Light Truck (2 Rear Tires) | 1 | 1 | | | | 2 |
| 4. Medium Truck (4 Rear Tires) | | | | | | |
| 5. Heavy Truck (2 Or More Rear Axles) | | | | | | |
| 6. Truck Tractor | | | | | | |
| 7. Motor Home (RV) | | | | | | |
| 8. Bus (Drivr + 9 - 15 Pass.) | | | | | | |
| 9. Bus (Drivr + > 15 Pass.) | | | | | | |
| 10. Bicycle | | | | | | |
| 11. Motorcycle | | | | | | |
| 12. Moped / Scooter | | | | | | |
| 13. ATV | | | | | | |
| 14. Train | | | | | | |
| 15. Low speed Vehicle | | | | | | |
| 77. Other | | | | | | |

| Site Location | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| 1. Not at Intersection / RR Xing / Bridge | | 2 | | 1 | | 3 |
| 2. At Intersection | 1 | | | | | 1 |
| 3. Influenced By Intersection | | | | | | |
| 4. Driveway Access | 1 | 1 | | | | 2 |
| 5. Railroad Crossing | | | | | | |
| 6. Bridge | | | | | | |
| 7. Entrance Ramp | | | | | | |
| 8. Exit Ramp | | | | | | |
| 9. Parking Lot (Public) | | | | | | |
| 10. Parking Lot (Private) | | | | | | |
| 11. Private Property | | | | | | |
| 12. Toll Booth | | | | | | |
| 13. Public Bus Stop Zone | | | | | | |
| 77. All Other | | | | | | |

| Crash Summary | 1998 | 1999 | 2000 | 2001 | 2002 | Total |
|---|---|---|---|---|---|---|
| Total Number of Crashes: | 2 | 3 | 0 | 1 | 0 | 6 |
| Total Number of Vehicles Involved: | 4 | 4 | 0 | 2 | 0 | 10 |
| Injuries: | 0 | 2 | 0 | 1 | 0 | 3 |
| Fatalities: | 0 | 0 | 0 | 0 | 0 | 0 |
| Drivers Under Influence: | 0 | 1 | 0 | 0 | 0 | 1 |
| Economic Loss: | $45,720 | $551,838 | $0 | $252,836 | $0 | $850,394 |

4.1.12 Intersections and Signalization

There are no signalized intersections along the SR 57 (US 19) corridor within the project limits.

There are three major unsignalized intersections:

- SR 57 (US 19) at CR 259
- SR 57 (US 19) at SR 10 (US 90) – Roundabout
- SR 57 (US 19) at CR 149/CR 259A

A new high school has been opened at the southern end of the project limits. The high school entrance accesses SR 57 (US 19) at a non-signalized intersection.

4.1.13 Lighting

There are no streetlights along the SR 57 (US 19) corridor except within the Monticello city limits, from Cherokee Street to the northern city limits, where lighting consists of widely spaced luminaries. The Progress Energy maintains the lighting, while the costs are borne by the City of Monticello.

4.1.14 Utilities

Numerous utilities exist within and adjacent to the SR 57 (US 19) right-of-way. Utility owners with facilities located within the project limits include:

- Progress Energy
- Sprint
- MCI – WorldCom
- ComCast Cable
- City of Monticello – Water and Sewer

4.1.15 Pavement Conditions

The existing corridor has or is currently being milled and resurfaced. Therefore, the pavement conditions are excellent.

## 4.2 EXISTING BRIDGES

The SR 57 (US 19) crossing over the CSX railroad involves twin bridges at milepost 6.255 as part of the grade separated crossing of the CXS railroad. The structures also cross a small channel with a well-vegetated bank.

Bridge number 540008 carries southbound traffic on SR 57 (US 19) and was constructed in 1963. This structure is 306 feet in length and consists of 6 spans

at approximately 53 feet. The superstructure consists of a cast-in-place concrete deck on precast prestressed concrete girders. The substructure is concrete piles and steel columns with a concrete pier cap. According to the latest bridge inspection report dated January 15, 2003, the structure has a sufficiency rating of 86.1 but is functionally obsolete presumably due to lack of shoulder width. The bridge provides 22.05 feet of vertical clearance and 11.92 feet of horizontal clearance to the railroad. The western most exterior girder carries water and sewer conduits.

Bridge number 540048 carries northbound traffic on SR 57 (US 19) and was constructed in 1951. This structure also has a sufficiency rating of 86.1 and is listed as functionally obsolete based on the January 15, 2003 inspection report. This structure is 308 feet in length and consists of 8 spans with a maximum span length of 63 feet. The superstructure consists of a cast-in-place concrete deck on steel girders. The substructure is concrete piles and steel columns with a concrete pier cap. The bridge provides 21.65 feet of vertical clearance and 24.58 feet of horizontal clearance to the railroad.

## 4.3 ENVIRONMENTAL CHARACTERISTICS

### 4.3.1 Land Use Data

The Project Limits shown in Figure 2-1 covers a large portion of central Jefferson County including the central business district of Monticello. Existing land use within the SR 57 (US 19) project limits includes a mixture of commercial, residential, institutional, agricultural and conservation uses. A large portion of the Monticello central business district is designated as a historic district (see Section 4.3.2.3). Future land uses are expected to be consistent with existing conditions. Figure 4-8 shows the locations of these general land use categories for Jefferson County and Figure 4-9 for the City of Monticello.

### 4.3.2 Cultural Features

#### *4.3.2.1 Cultural Features and Community Services*

Cultural Features and Community Services information was gathered from various sources such as city, county, state, USGS topographic quadrangle maps and aerial photographs. The types of cultural and community services within the project limits include schools, parks / recreation areas, churches, social service agencies, medical facilities, government offices, community centers and emergency facilities. The locations of many of these facilities are shown in Figure 4-10.

1. Schools

Five (5) schools are located within the project limits. They are:

Jefferson County Elementary (public), Jefferson County High (public), Howard Middle School (public), Jefferson County Adult School (public) and the Sovereign Grace Academy (private). All of these facilities are generally located within the downtown district except for the high school. The new Jefferson County High School has been moved to a location near the southern limits of the project. Figure 4-10 shows the locations of the public schools only.

2. Parks / Recreation Areas

Two (2) small parks are located within the southeast quadrant of the city, one at the intersection of Chase Drive and Railroad Street and the other at the intersection of Marvin Street and Martin Luther King Street. The larger Jefferson County Recreation Park is located in the northeast quadrant of the city adjacent to Mamie Scott Drive.

3. Churches

The majority of the churches are located within the historic downtown district. Five (5) churches are located south of the downtown district along SR 57 (US 19), CR 259 and Aucilla Road. Church locations can be found on Figure 4-10.

4. Social Service Agencies

All social service facilities are located within the downtown district. These include the Jefferson County Court House, Chamber of Commerce, Post Office, City Hall, The Boys and Girls Club of Monticello and the Supervisor of Elections office.

5. Medical Facilities

The only public medical facility is the Jefferson County Health Department, located west of the downtown district on SR 10 (US 90). There are other private doctor / dentist offices located along both SR 57 (US 19) and SR 10 (US 90) within the downtown district and just south of downtown. The public medical facility is shown in Figure 4-10.

6. Community Centers

There are no designated community centers. However, the City Hall, Chamber of Commerce, the County Courthouse and the Monticello Opera House are all used for community gatherings.

7. Emergency Services

There are two (2) police station and two (2) fire stations within the

project limits. The Monticello City Police station is located southwest of the Courthouse, south of the Opera House. The County Sheriff and jail is located in the Industrial Park off of south SR 57 (US 19). One fire station is located north of downtown near the SR 57 (US 19) / Scott Drive intersection and the other south of downtown near the SR 57 (US 19) / Martin Street intersection. These locations are shown in Figure 4-10.

*4.3.2.2 Historic/Archaeological Resources*

The Monticello Historic District is generally located in the downtown district centered along SR 57 (US 19) and SR 10 (US 90) (See Figure 4-10). According to information from the State Historic Preservation Office (SHPO), 541 historic structures are present within the project limits, predominantly within the city limits. These structures, by definition, are greater than 50 years of age and are not necessarily listed or eligible for listing on the National Register of Historic Places. The most prominent sites are generally located along or very near SR 57 (US 19) and include: the county Courthouse, the Monticello Opera House, several churches and several large 18th and 19th century homes. There are no documented archaeological sites within the project area.

4.3.3 Natural and Biological Features

*4.3.3.1 Wetlands*

A map of all the hydric soils for the entire project limits is included as Figure 4-11. Although these areas are shown as having hydric soils, it does not necessarily mean that all of these areas are wetlands, by definition. Wetlands are those areas where the water table is at, near, or above the ground surface for a significant portion of the growing season during most years. Wetland areas are often associated with topographically low-lying sites within the overall landscape. The hydrologic regime is such that aquatic or hydrophytic vegetation is usually established. Since a thorough survey has not been conducted of all the natural areas within the project limits at this time, the hydric soils map is the best indicator of the likely areas that will contain wetlands. The presence of wetlands would be determined by an evaluation of the project limits to confirm vegetative cover, hydrology and soil types in order to determine jurisdictional wetland areas in accordance with the 1987 U.S. Army Corps of Engineers (USACOE) Wetland Delineation Manual (Wetlands Training Institute, 1995) and Chapter 62-340, Florida Administrative Code (FAC) as administered by the Florida Department of Environmental Protection (FDEP) and the Suwannee River Water Management District (SRWMD).

*4.3.3.2 Threatened and Endangered Species*

Using information obtained from the Florida Fish and Wildlife Conservation Commission (FFWCC), the U.S. Fish and Wildlife Service (USFWS), the Florida Natural Areas Inventory (FNAI) and the Florida Department of Agriculture and Consumer Services (FDA), a list of potentially occurring species categorized in some way by the respective jurisdictional agencies as meriting special protection or consideration was developed for the project area. This information is presented in Table 4-4.

**Table 4-4**
**Threatened and Endangered Species**

| **Potentially Occurring Protected Species** | **USFWS** | **FFWCC** | **FDA** |
|---|---|---|---|
| Eastern Indigo Snake (*Drymarchon corais corais*) | T | T | - |
| Gopher Tortoise (*Gopherus polyphemus*) | C2 | SSC | - |
| Florida Pine Snake (*Pituophis melanoleucus mugitus*) | C2 | SSC | - |
| American Alligator (*Alligator mississippiensis*) | T (S/A) | SSC | - |
| Bald Eagle (*Haliaeetus leucocephalus)* | T | T | - |
| Florida Sandhill Crane (*Grus Canadensis pratensis*) | - | SSC | - |
| Florida Black Bear (*Ursus americanus floridanus*) | C2 | T | - |
| Southern Red Lily (*Lilium catesbaei*) | - | - | T |
| Florida Corkwood (*Leitneria floridana*) | - | - | T |

E = Endangered
T = Threatened
SSC = Species of special concern
T (S/A) = Threatened due to similarity of appearance
C2 = Candidate species for listing

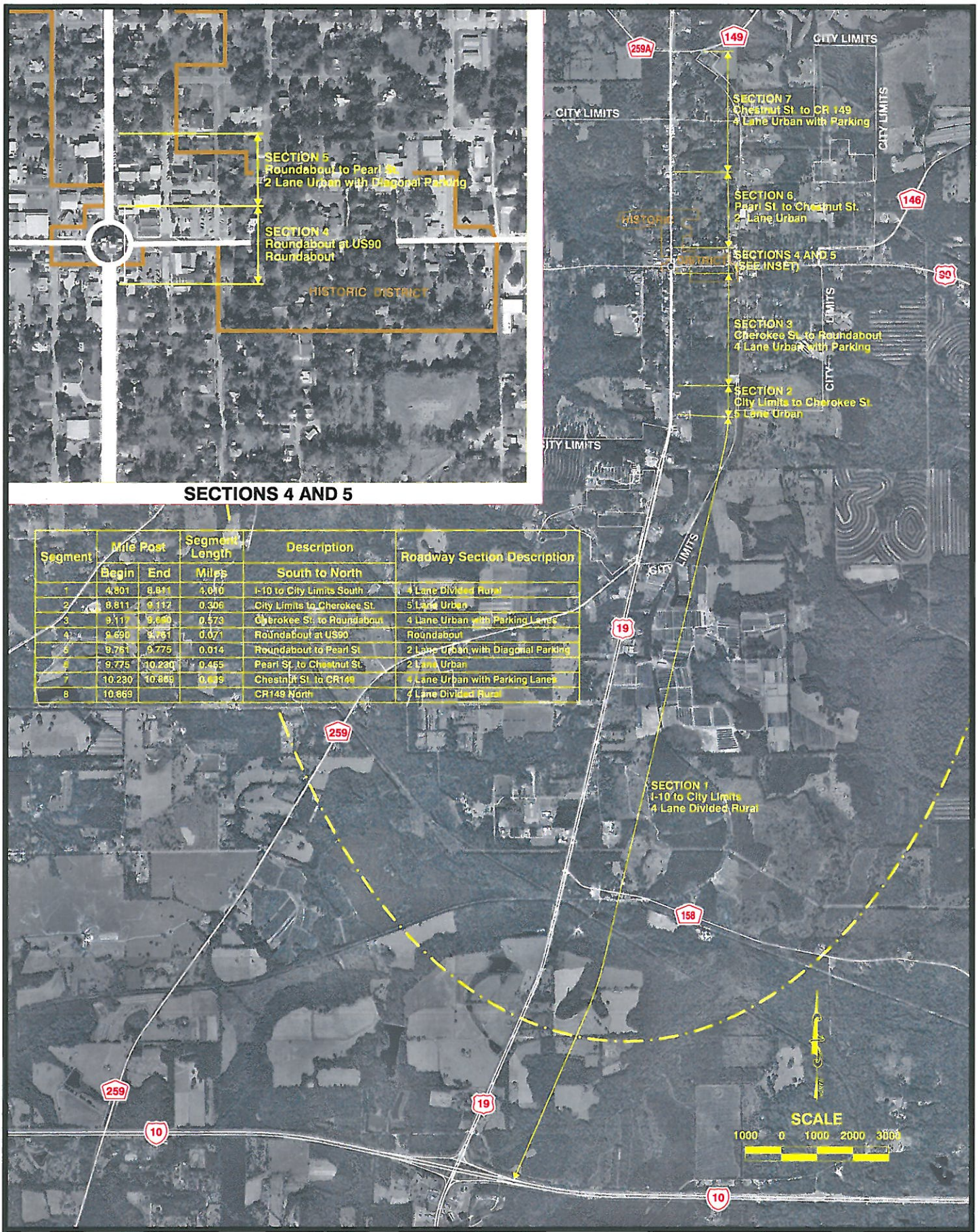
### 4.3.4 Contamination Sites

Potential contamination sites generally include those facilities, which generate, store, use, or dispose of petroleum-based or other hazardous materials. A windshield survey was conducted to determine what types of facilities, which would handle hazardous materials, exist within the project area. Potential contamination sites are shown in Figure 4-12

The majority of the potential contamination sites are located along SR 57 (US 19) and some along SR 10 (US 90). A high percentage of the sites are operating or former gasoline service stations. Automobile body shops / garages, Florida Department of Transportation (FDOT) and Jefferson County Roadway maintenance yards, printing facilities and dry cleaners are located adjacent to or very near SR 57 (US 19). Some operating and former service stations and two regional petroleum supply terminals are located along SR 10 (US 90), east and west of the Courthouse. Other sites, which have the potential to handle hazardous materials, include: manufacturing facilities near the southern project limits, fuel tanks associated with farming / nursery activities throughout the project limits, three county disposal / recycle drop-off stations and a wastewater treatment facility. Arsenic contamination of the soil and / or groundwater could be present along the abandoned railroad grade or at any cattle dipping vats, which could be present in the rural farming areas. No Florida Department of Environmental Protection (FDEP) or county contamination records have been reviewed.

### 4.3.5 Noise Sensitive Sites

Many potential noise sites are present throughout the project limits. A noise sensitive receiver is defined in the Project Development and Environment (PD&E) Manual as “Any property (owner occupied, rented, or leased) where frequent exterior human use occurs and where a lowered noise level would be of benefit”. In those situations where there are no exterior activities to be affected by the traffic noise, the interior of the building shall be used to identify a noise sensitive receiver. Results of literature searches and ground-truthing indicated that the majority of the noise sensitive sites are single family and multi-family dwellings, followed by churches, schools, parks and the Opera House. The highest densities of potential noise sensitive receivers would be in or very near the city limits. The remaining sites, generally single-family dwellings, are located in the rural farmland areas throughout the project limits.



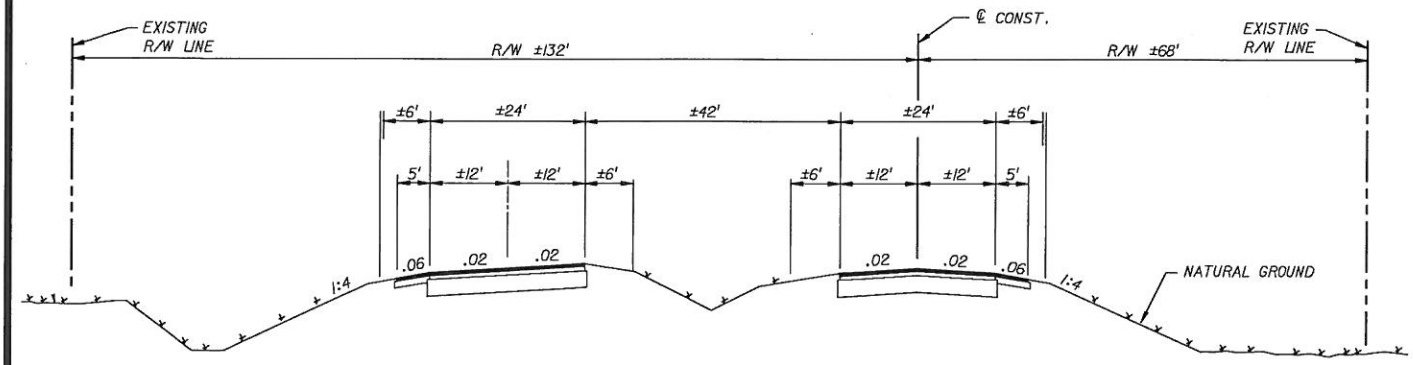

| Segment | Mile Post | | Segment Length | Description | Roadway Section Description |
|---|---|---|---|---|---|
| | Begin | End | Miles | South to North | |
| 1 | 4.801 | 8.811 | 4.010 | I-10 to City Limits South | 4 Lane Divided Rural |
| 2 | 8.811 | 9.117 | 0.306 | City Limits to Cherokee St. | 5 Lane Urban |
| 3 | 9.117 | 9.690 | 0.573 | Cherokee St. to Roundabout | 4 Lane Urban with Parking Lanes |
| 4 | 9.690 | 9.761 | 0.071 | Roundabout at US90 | Roundabout |
| 5 | 9.761 | 9.775 | 0.014 | Roundabout to Pearl St. | 2 Lane Urban with Diagonal Parking |
| 6 | 9.775 | 10.230 | 0.455 | Pearl St. to Chestnut St. | 2 Lane Urban |
| 7 | 10.230 | 10.869 | 0.639 | Chestnut St. to CR149 | 4 Lane Urban with Parking Lanes |
| 8 | 10.869 | | | CR149 North | 4 Lane Divided Rural |

STATE OF FLORIDA · DEPARTMENT OF TRANSPORTATION

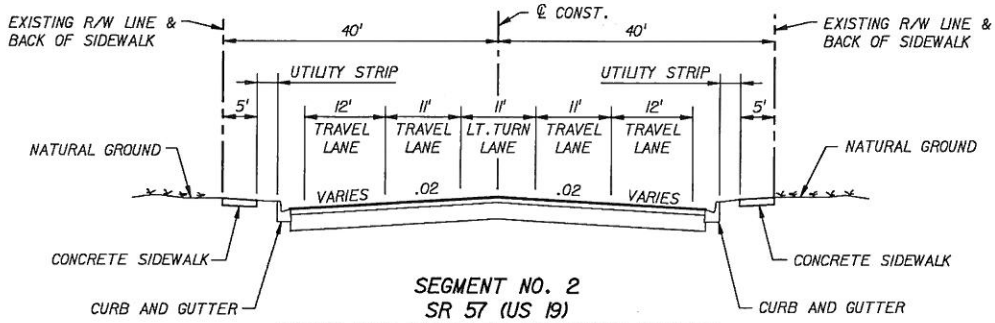
**SR 57 (US 19) MONTICELLO BY-PASS STUDY**

**ROADWAY SEGMENT SURVEY**

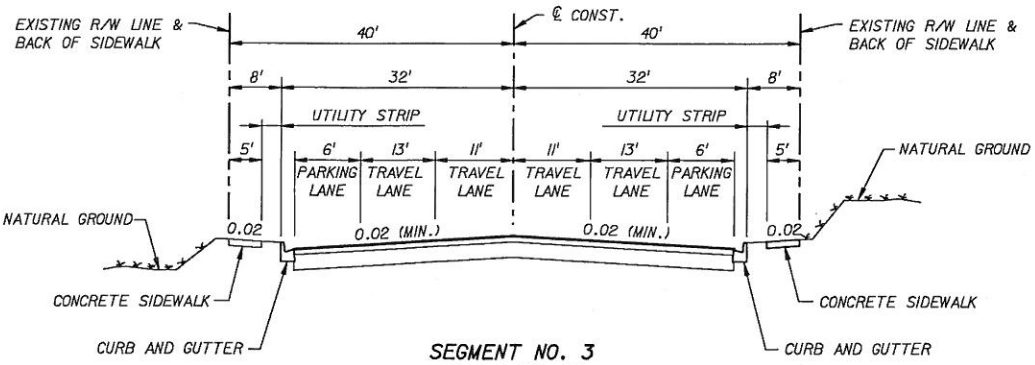
**FIGURE 4-1**




SEGMENT NO. 1
SR 57 (US 19)
I-10 TO SOUTH CITY LIMITS
4 LANE DIVIDED RURAL

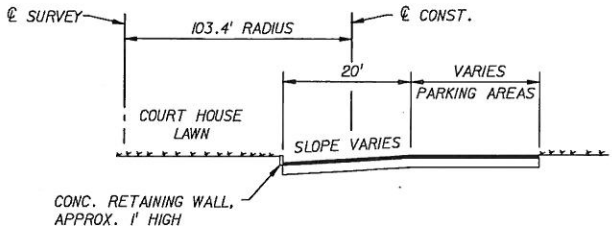



SEGMENT NO. 2
SR 57 (US 19)
SOUTH CITY LIMITS TO CHEROKEE STREET
5 LANE URBAN

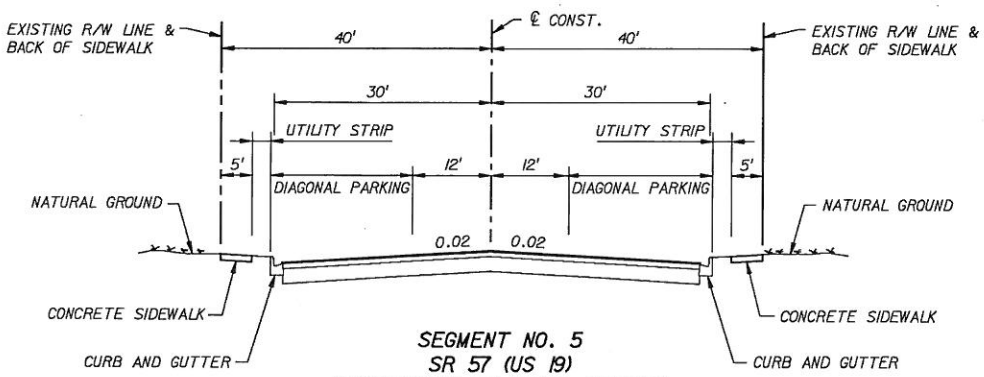



SEGMENT NO. 3
SR 57 (US 19)
CHEROKEE STREET TO ROUNDABOUT
4 LANE URBAN WITH PARKING LANES

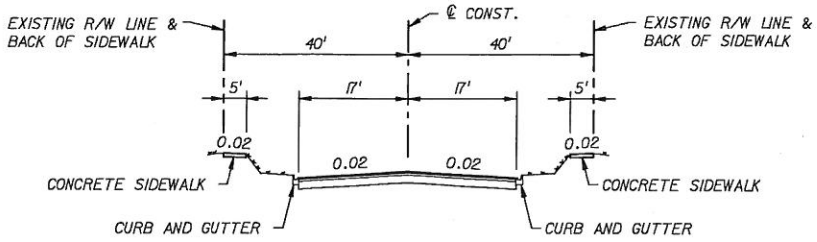
| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | EXISTING TYPICAL SECTIONS 1 OF 3 | FIGURE 4-2 |




SEGMENT NO. 4
SR 57 (US 19)
ROUNDABOUT AT SR 10 (US 90)
ROUNDABOUT

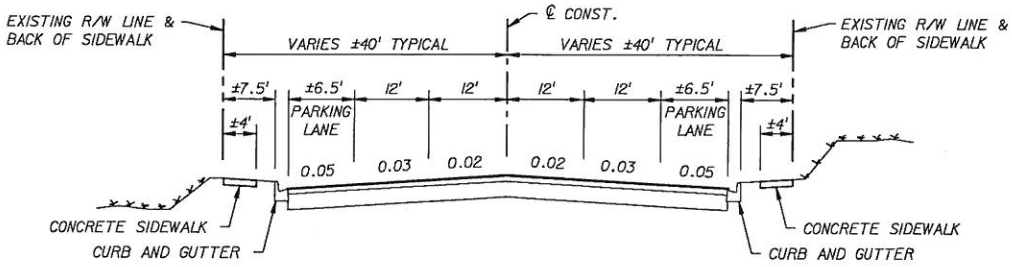



SEGMENT NO. 5
SR 57 (US 19)
ROUNDABOUT TO PEARL STREET
2 LANE URBAN WITH DIAGONAL PARKING

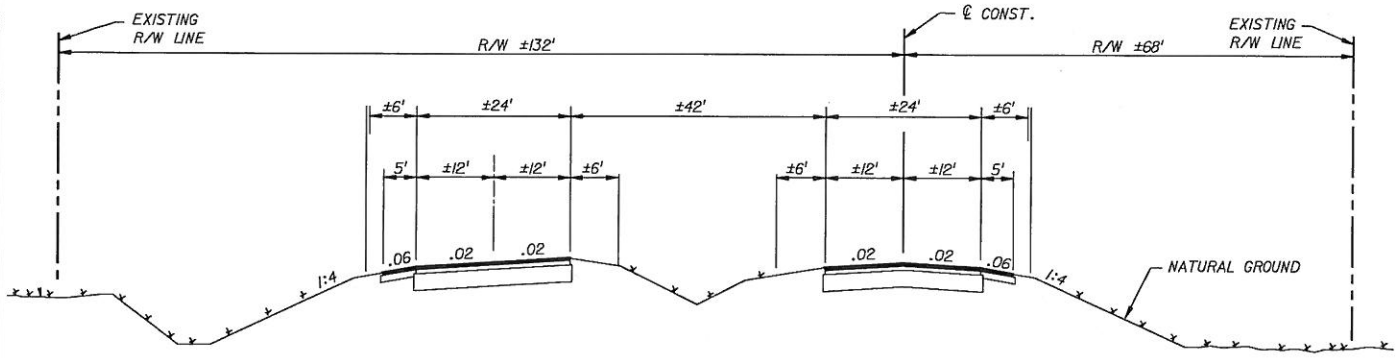



SEGMENT NO. 6
SR 57 (US 19)
PEARL STREET TO CHESTNUT STREET
2 LANE URBAN

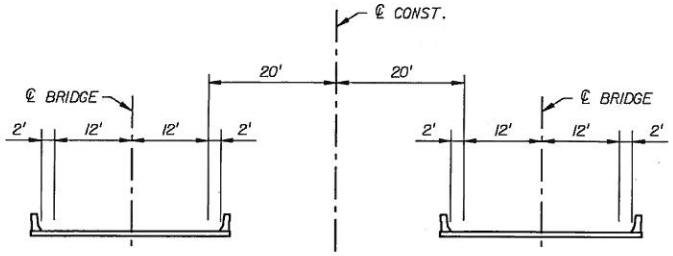
| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | EXISTING TYPICAL SECTIONS 2 OF 3 | FIGURE 4-3 |




*SEGMENT NO. 7*
*SR 57 (US 19)*
*CHESTNUT STREET TO CR 149*
*4 LANE URBAN WITH PARKING LANES*



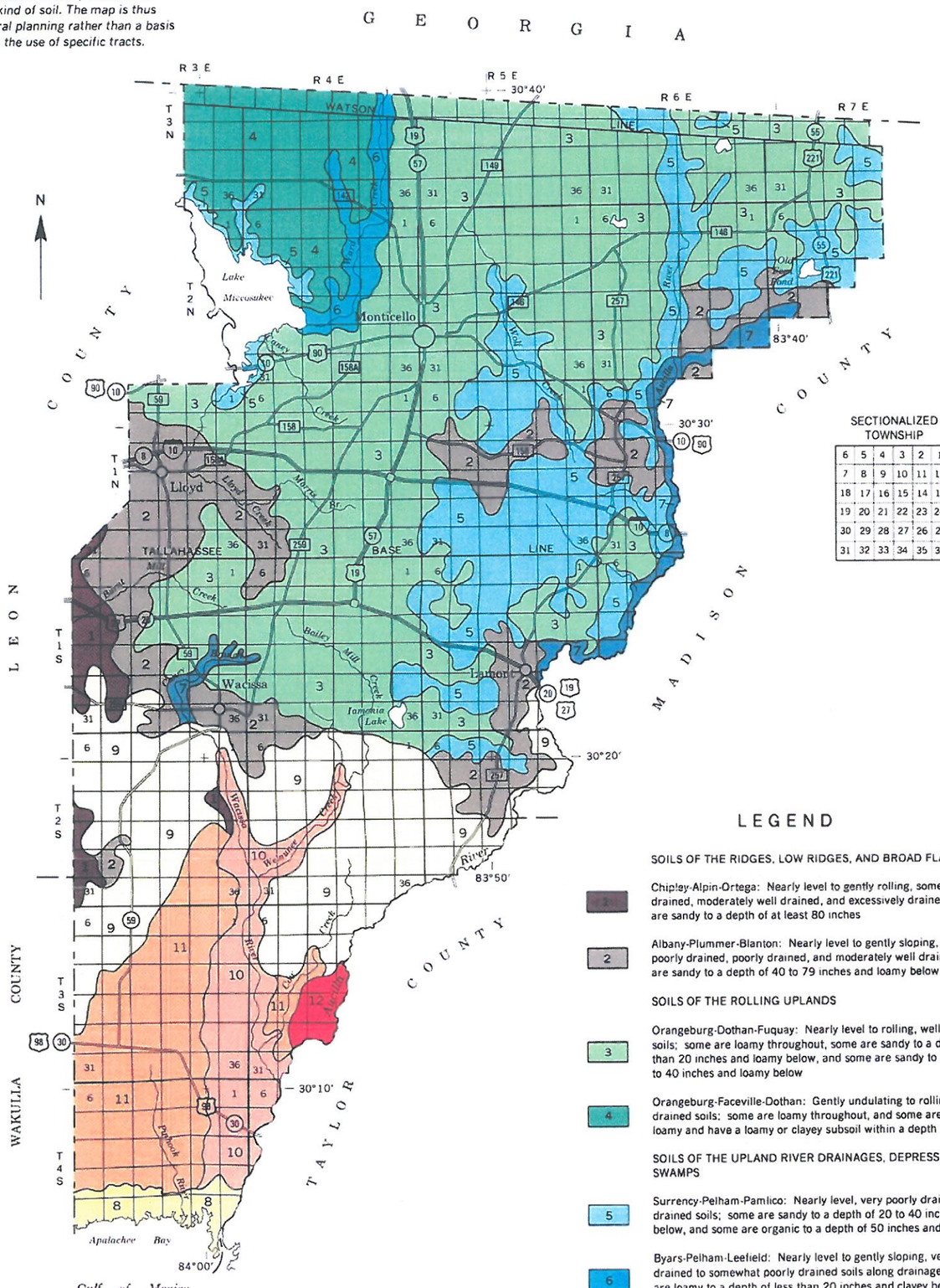

*SEGMENT NO. 8*
*SR 57 (US 19)*
*CR 149 TO GEORGIA LINE*
*4 LANE DIVIDED RURAL*




*TYPICAL BRIDGE SECTION*

| | | |
|---|---|---|
| **SR 57 (US 19) MONTICELLO BY-PASS STUDY** | **EXISTING TYPICAL SECTIONS 3 OF 3** | **FIGURE 4-4** |

*Each area outlined on this map consists of more than one kind of soil. The map is thus meant for general planning rather than a basis for decisions on the use of specific tracts.*




SECTIONALIZED TOWNSHIP

| | | | | | |
|---|---|---|---|---|---|
| 6 | 5 | 4 | 3 | 2 | 1 |
| 7 | 8 | 9 | 10 | 11 | 12 |
| 18 | 17 | 16 | 15 | 14 | 13 |
| 19 | 20 | 21 | 22 | 23 | 24 |
| 30 | 29 | 28 | 27 | 26 | 25 |
| 31 | 32 | 33 | 34 | 35 | 36 |

## LEGEND

SOILS OF THE RIDGES, LOW RIDGES, AND BROAD FLATS

1 — Chipley-Alpin-Ortega: Nearly level to gently rolling, somewhat poorly drained, moderately well drained, and excessively drained soils that are sandy to a depth of at least 80 inches

2 — Albany-Plummer-Blanton: Nearly level to gently sloping, somewhat poorly drained, poorly drained, and moderately well drained soils that are sandy to a depth of 40 to 79 inches and loamy below

SOILS OF THE ROLLING UPLANDS

3 — Orangeburg-Dothan-Fuquay: Nearly level to rolling, well drained soils; some are loamy throughout, some are sandy to a depth of less than 20 inches and loamy below, and some are sandy to a depth of 20 to 40 inches and loamy below

4 — Orangeburg-Faceville-Dothan: Gently undulating to rolling, well drained soils; some are loamy throughout, and some are sandy or loamy and have a loamy or clayey subsoil within a depth of 20 inches

SOILS OF THE UPLAND RIVER DRAINAGES, DEPRESSIONS, AND SWAMPS

5 — Surrency-Pelham-Pamlico: Nearly level, very poorly drained or poorly drained soils; some are sandy to a depth of 20 to 40 inches and loamy below, and some are organic to a depth of 50 inches and sandy below

6 — Byars-Pelham-Leefield: Nearly level to gently sloping, very poorly drained to somewhat poorly drained soils along drainageways; some are loamy to a depth of less than 20 inches and clayey below, and some are sandy to a depth of 20 to 40 inches and loamy below

7 — Plummer Flooded: Nearly level, poorly drained soils that are sandy to a depth of about 68 inches and loamy below

SOILS OF THE FLATWOODS AND COASTAL MARSHES

8 — Bayvi: Nearly level, very poorly drained soils that are muck to a depth of 5 inches and sandy to a depth of at least 80 inches

9 — Chaires-Leon: Nearly level, poorly drained soils; some are sandy to a depth of 40 to 79 inches and loamy below, and some are sandy throughout

10 — Nutall-Tooles, flooded: Nearly level, very poorly drained soils that are sandy to a depth of 10 to 40 inches and loamy below; underlain by limestone

11 — Tooles-Nutall: Nearly level, poorly drained soils that are sandy to a depth of 20 to 40 inches and loamy below; underlain by limestone

12 — Chiefland-Chiefland, flooded: Nearly level, moderately well drained soils that are sandy to a depth of 20 to 40 inches and loamy below; underlain by limestone containing solution holes between depths of 40 and 60 inches

COMPILED 1986

U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
UNIVERSITY OF FLORIDA
INSTITUTE OF FOOD AND AGRICULTURAL SCIENCES
AGRICULTURAL EXPERIMENT STATIONS
SOIL SCIENCE DEPARTMENT
FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES

# GENERAL SOIL MAP

## JEFFERSON COUNTY, FLORIDA

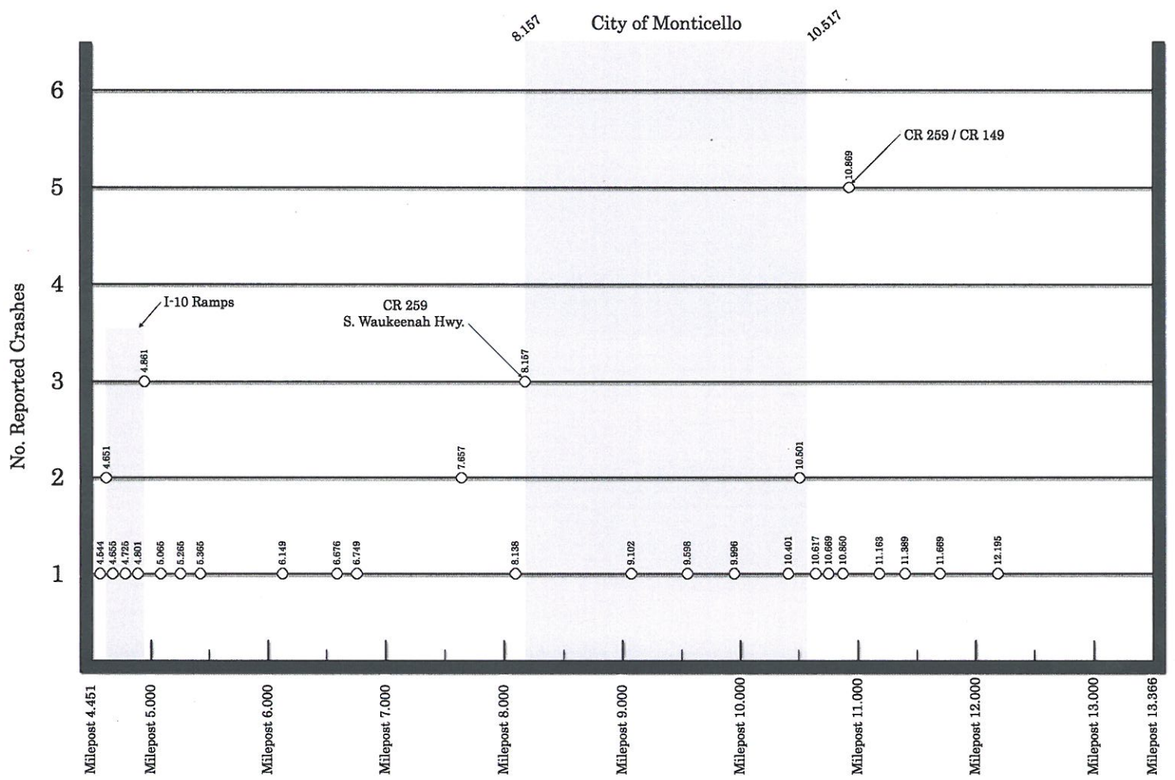
Scale 1:253,440

1 0 1 2 3 4 Miles

1 0 4 8 Km

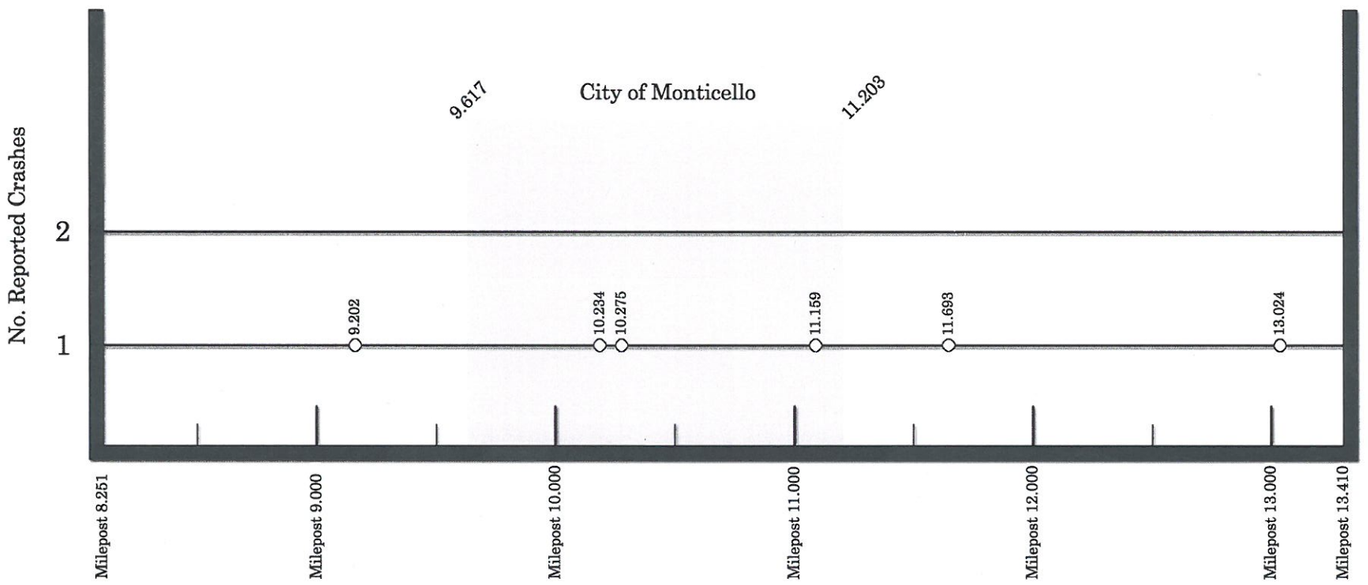
| | | |
|---|---|---|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION — SR 57 (US 19) MONTICELLO BY-PASS STUDY | GENERAL SOIL TYPES | FIGURE 4-5 |

SR57 (US 19) Crashes by Milepost (1998-2002)
Mileposts 4.451 - 13.366 (Jefferson County)

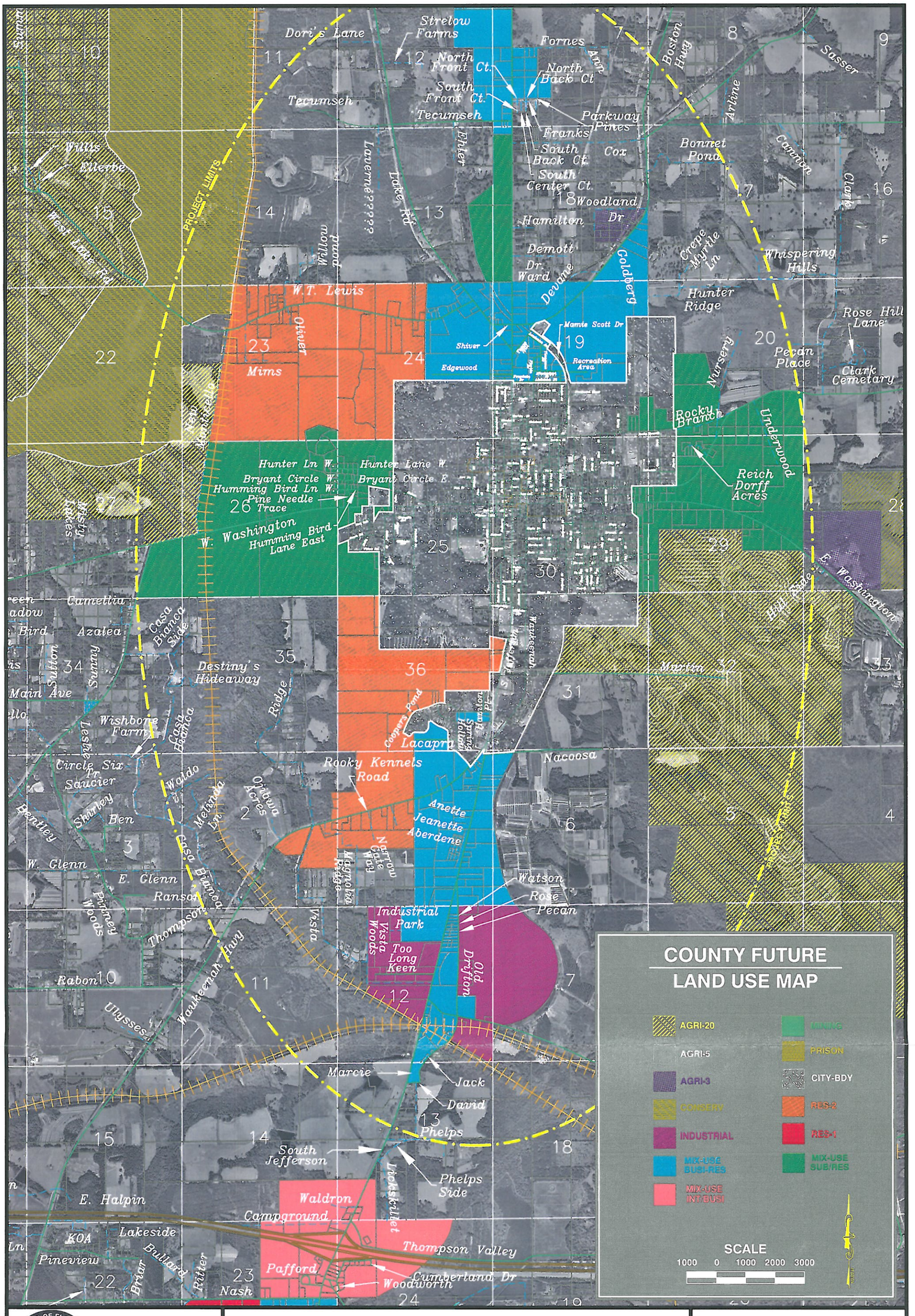



| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | SR 57 (US 19) CRASHES BY MILEPOST | FIGURE 4-6 |

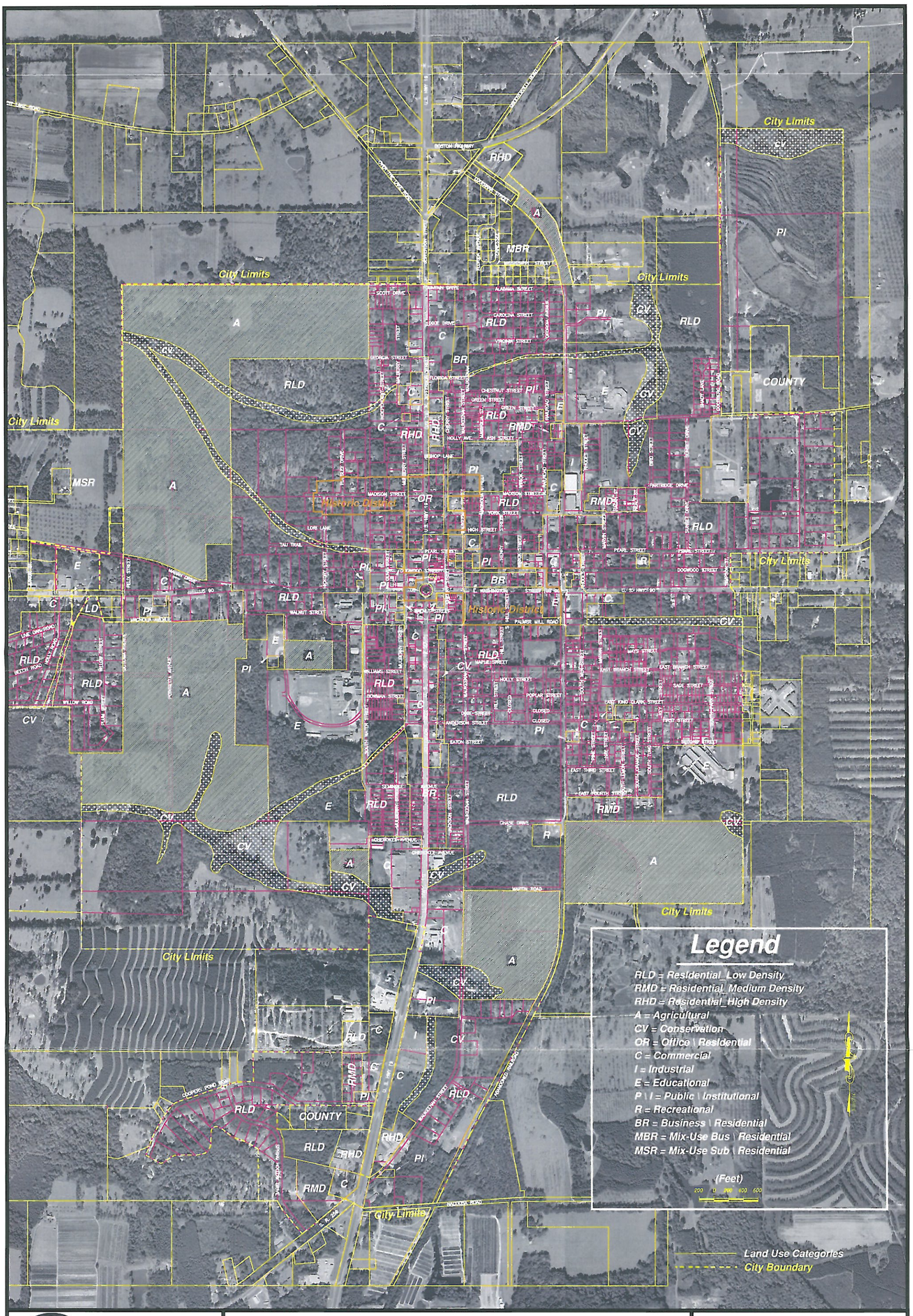
SR 10 (US 90) Crashes By Milepost (1998 - 2002)
Mileposts 8.251 - 13.410 (Jefferson County)



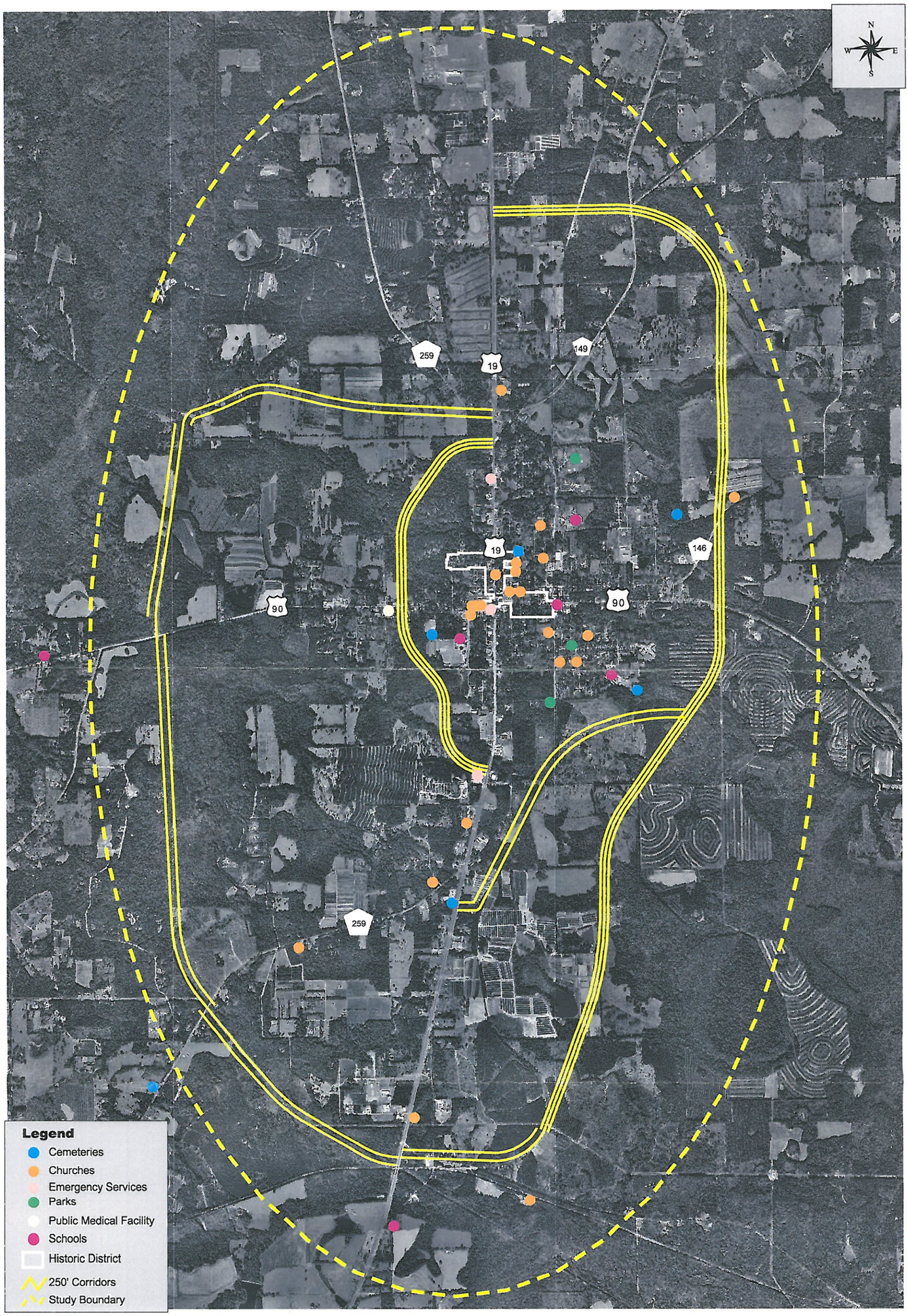

| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | SR 10 (US 90) CRASHES BY MILEPOST | FIGURE 4-7 |




| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | JEFFERSON COUNTY, FLORIDA<br>FUTURE LAND USE MAP | FIGURE 4-8 |




| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | CITY OF MONTICELLO, FLORIDA<br>FUTURE LAND USE MAP | FIGURE 4-9 |




STATE OF FLORIDA · DEPARTMENT OF TRANSPORTATION

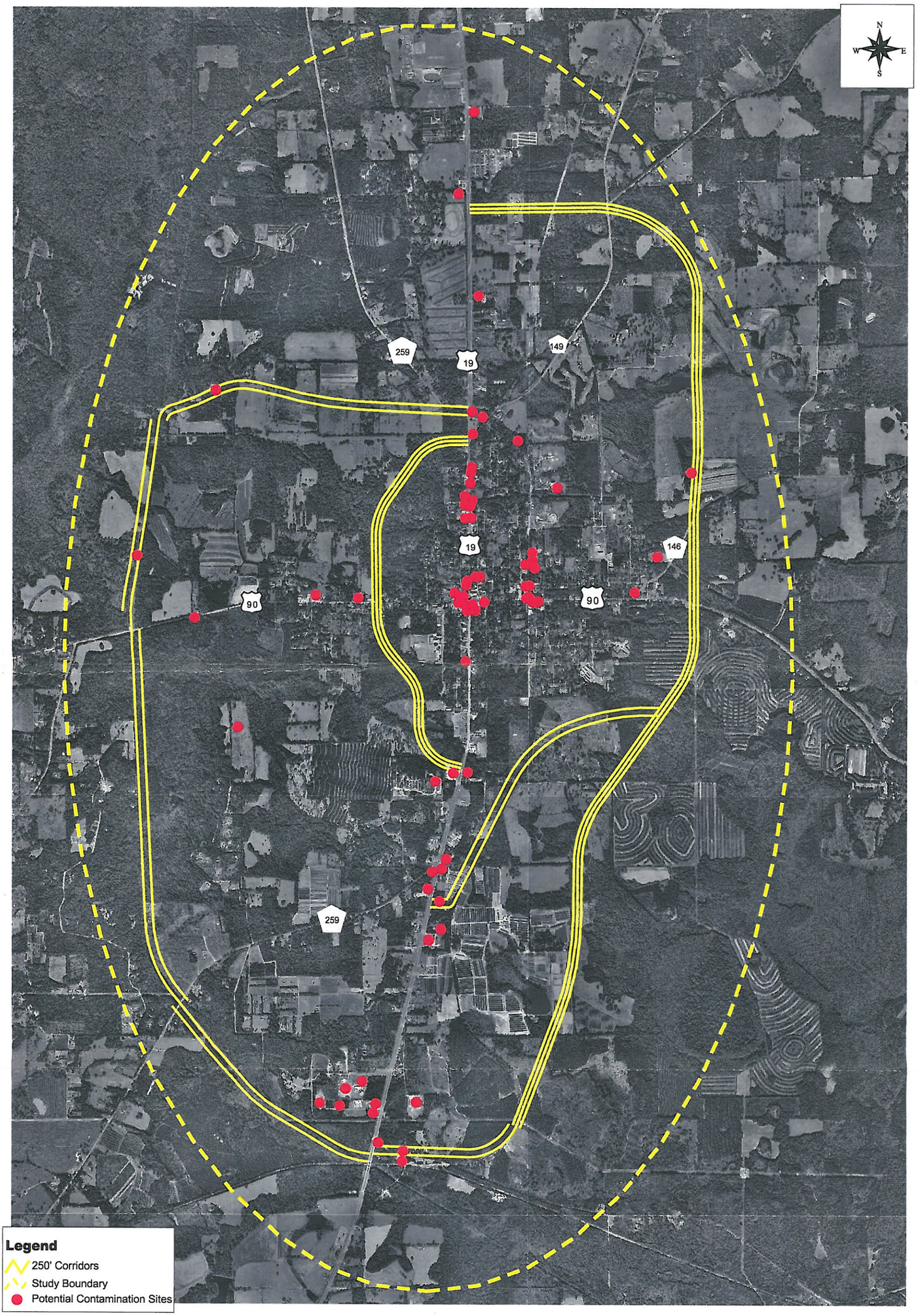
SR 57 (US 19)
MONTICELLO
BY-PASS
STUDY

**CULTURAL AND SOCIAL FEATURES MAP**
**MONTICELLO BYPASS**
**JEFFERSON COUNTY, FLORIDA**

**Scale: 1" = 3000'**

**FIGURE 4-10**


| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | HYDRIC SOILS MAP<br>MONTICELLO BYPASS<br>JEFFERSON COUNTY, FLORIDA | Scale: 1" = 3000'<br>FIGURE 4-11 |




SR 57 (US 19)
MONTICELLO
BY-PASS
STUDY

**POTENTIAL CONTAMINATION SITES MAP**
**MONTICELLO BYPASS**
**JEFFERSON COUNTY, FLORIDA**

**Scale: 1" = 3000'**

**FIGURE 4-12**

## 5.0 DESIGN CRITERIA AND STANDARDS

The engineering design of this project will, as a minimum, be governed by the criteria of the FDOT "Roadway Plans Preparation Manual", the FDOT "Roadway and Traffic Design Standards" and the AASHTO "A Policy on Geometric Design of Highways and Streets". In addition, since SR 57 (US 19) is on the Florida Intrastate Highway System (FIHS), design will be governed by the FDOT "Development of the Florida Intrastate Highway System". SR 57 (US 19) is also listed as an "emerging corridor" on the FDOT Strategic Intermodal System (SIS), however, no formal design criteria has been established for roadways listed on the SIS. The rural and urban (curb and gutter drainage) typical section design criteria and standards used for this study are provided in Tables 5-1 and 5-2 respectively. Proposed typical sections are shown in Figures 5-1 and 5-2.

## Table 5-1 "Rural" Design Criteria*

| Design Element | Criteria | Source |
|---|---|---|
| Functional Classification | Rural Principal Arterial (on FIHS/SIS) | FDOT SLD |
| Design Year | 2030 | FDOT |
| Design Speed | 65 mph | 1. Table 1.9.2 |
| Design Vehicle | WB-50 | 3. Ch. 2 |
| Roadway Cross-Section | | |
| Lane Widths | 12' | 1. Table 2.1.1 |
| | 5' for Bicycle Lanes (Paved Shoulder) | 1. Table 2.1.2 |
| Shoulder Widths | 12' (5' paved) | 1. Table 2.3.2 |
| Cross Slopes | 2.0% for Travel Lanes | 1. Figure 2.1.1 |
| | 6% for Shoulder (Paved Bicycle Lanes) | 1. Table 2.3.2 |
| Median Width | 40' | 1. Table 2.2.1 |
| Clear Zone | 36' (24' for auxiliary lanes) | 1. Table 2.11.10 |
| Minimum Border Width | 40' from outside edge of shoulder | 1. Table 2.5.1 |
| Horizontal Alignment | | |
| Max. Superelevation | 10.0% | 1. Table 2.8.3 |
| Max. Curvature | 4° 15' | 1. Table 2.8.3 |
| Max. Curvature w/o Super | 0° 15' with normal crown | 1. Table 2.9.1 |
| | 0° 30' with reverse crown | 1. Table 2.9.1 |
| Max. Deflection w/o Curve | 0° 45' | 1. Table 2.8.1a |
| Minimum Length of Curve | 975', 400' minimum | 1. Table 2.8.2a |
| Vertical Alignment | | |
| Max. Grade | 3.0% flat terrain, 4.0% rolling terrain | 1. Table 2.6.1 |
| Min. K for Sag Vertical Curves | 157 | 1. Table 2.8.5 |
| Min. K for Crest Vert. Curves | 313 | 1. Table 2.8.6 |
| Max. Change in Grade w/o Vertical Curve | 0.3% | 1. Table 2.6.2 |
| Min. Base Clearance from DHW | 3' | 1. Table 2.6.3 |
| Right of Way Requirements | Varies: 192' Minimum | |
| Level of Service | B (C for 2-lane roadway) | 2. Ch. 6, Table 6-1 |
| Access Classification | | |
| Existing | Class 4 | FDOT |
| Proposed | Class 3 | FIHS Standards |

1. FDOT Plans Preparation Manual, Volume I English (January 2004)
2. Florida's Quality/Level of Service Handbook
3. AASHTO A Policy on Geometric Design of Highways and Streets (2001)

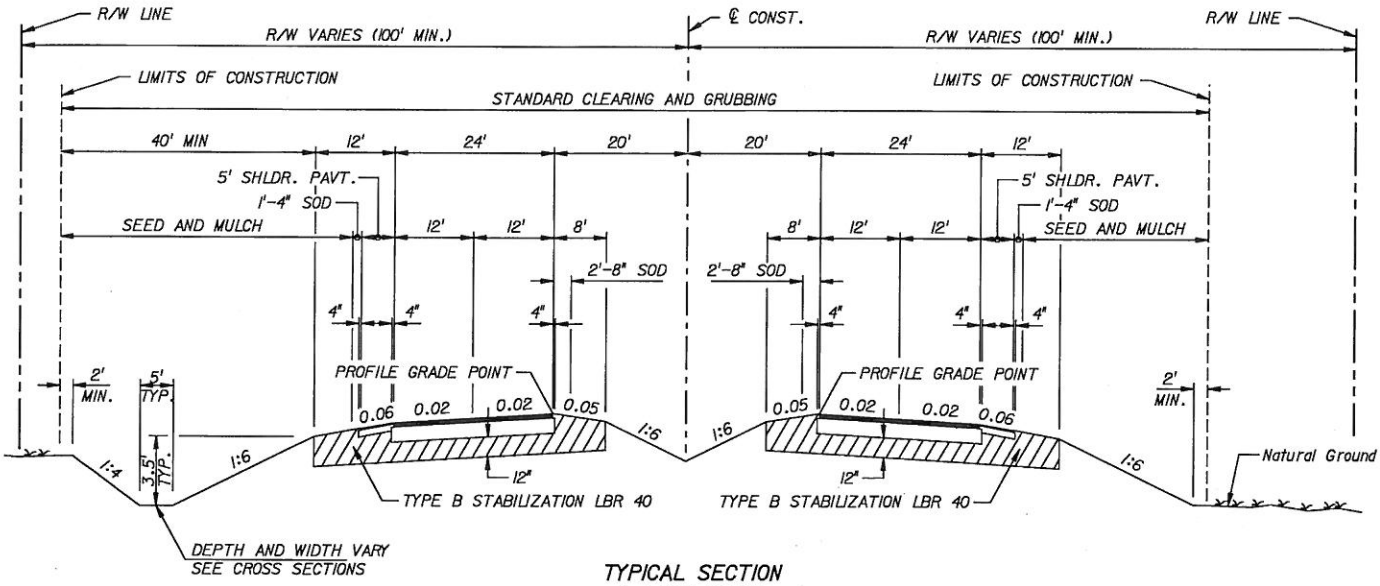
* with open drainage system

## Table 5-2 "Urban" Design Criteria*

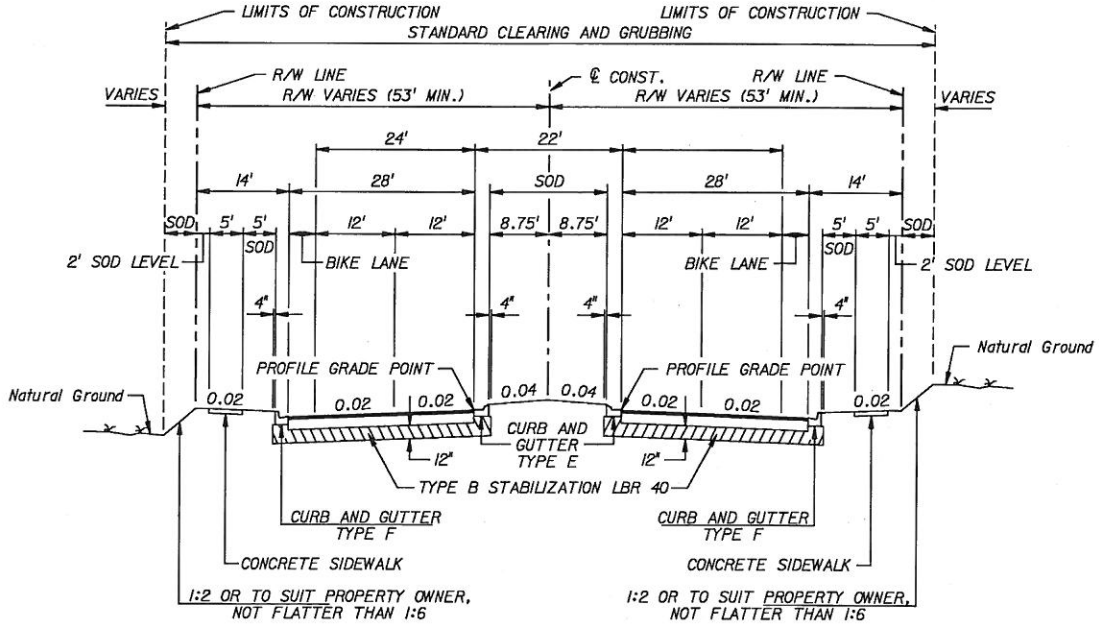
| Design Element | Criteria | Source |
|---|---|---|
| Functional Classification | Rural Principal Arterial (on FIHS/SIS) | FDOT SLD |
| Design Year | 2030 | FDOT |
| Design Speed | 50 mph required for FIHS | 1. Table 1.9.1 |
| Design Vehicle | WB-50 | 3. Ch. 2 |
| Roadway Cross-Section | | |
| Lane Widths | 12' | 1. Table 2.1.1 |
| | 4' for Bicycle Lanes (Paved Shoulders) | 1. Table 2.1.2 |
| Cross Slopes | 2.0% for Travel Lanes | 1. Figure 2.1.1 |
| | Match Outside Travel Lane for Bicycle Lanes | |
| Median Width | 22' | 1. Table 2.2.1 |
| Horizontal Clearance | 4' | 1. Table 2.11.4 |
| Minimum Border Width | 14' (12' if Bike Lane Present) | 1. Table 2.5.2 |
| Horizontal Alignment | | |
| Max. Superelevation | 5.0% | 1. Table 2.8.3 |
| Max. Curvature | 6° 30' | 1. Table 2.8.3 |
| Max. Curvature w/o Super | 2° 0' normal crown | 1. Table 2.9.2 |
| | 4° 45' reverse crown | 1. Table 2.9.2 |
| Max. Deflection w/o | 1° 00' | 1. Table 2.8.1a |
| Vertical Curve | 750' , 400' minimum | 1. Table 2.8.2a |
| Minimum Length of Curve | | |
| Vertical Alignment | | |
| Max. Grade | 6.0% flat terrain, 7.0% rolling terrain | 1. Table 2.6.1 |
| Minimum Grade | 0.3% | 1. Table 2.6.4 |
| Min. K for Sag Vertical Curves | 96 | 1. Table 2.8.6 |
| Min. K for Crest Vert. Curves | 136 | 1. Table 2.8.5 |
| Max. Change in Grade w/o Curve | 0.60% | 1. Table 2.6.2 |
| Min. Base Clearance from DHW | 1' | 1. Table 2.6.3 |
| Right of Way Requirements | Varies: 92' Minimum | |
| Level of Service | B (C for 2-lane roadway) | 2. Ch. 6, Table 6-1 |
| Access Classification | | |
| Existing | Class 4 | FDOT |
| Proposed | Class 3 | FIHS Standards |

1. FDOT Plans Preparation Manual, Volume I English (January 2004)
2. Florida's Quality/Level of Service Handbook
3. AASHTO A Policy on Geometric Design of Highways and Streets (2001)

* with closed drainage system (curb and gutter)

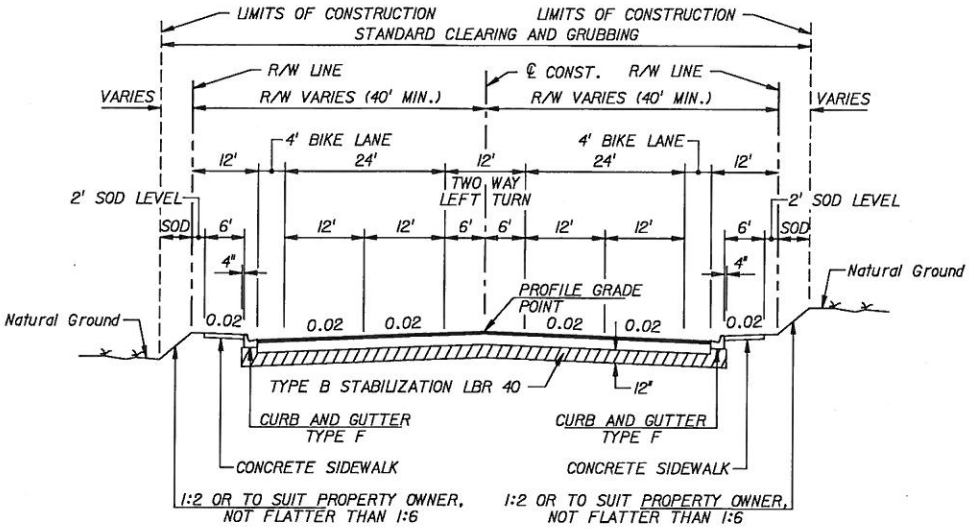



TYPICAL SECTION
4 LANE RURAL

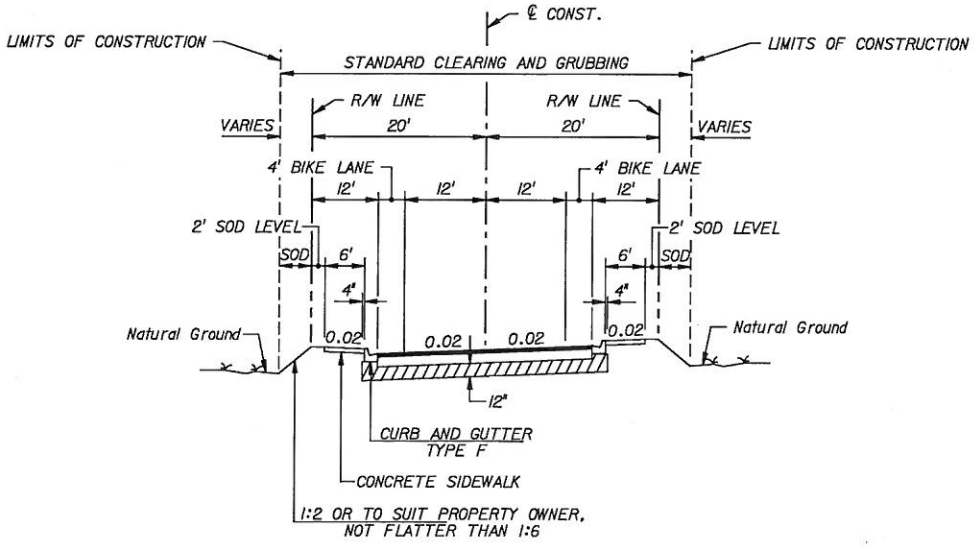



TYPICAL SECTION
4 LANE URBAN

| | | |
|---|---|---|
| STATE OF FLORIDA · DEPARTMENT OF TRANSPORTATION | **SR 57 (US 19) MONTICELLO BY-PASS STUDY** | **PROPOSED TYPICAL SECTIONS 1 OF 2** |
| | | **FIGURE 5-1** |




TYPICAL SECTION
5 LANE URBAN
< 45 MPH




TYPICAL SECTION
2 LANE URBAN
< 45 MPH

| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | PROPOSED TYPICAL SECTIONS 2 OF 2 | FIGURE 5-2 |

## 6.0 TRAFFIC

Traffic data collected for this project included four (4) seven-day vehicle classification counts, one (1) eight-hour turning movement count and one (1) 48-hour volume count.

### 6.1 TRAFFIC DATA COLLECTION

#### 6.1.1 Seven-Day Vehicle Classification Counts

Classification counts were conducted in February and March 2004 at the following locations:

Station 7001 – E. SR 10 (US 90) east of Simpson Street
Station 7002 – N. SR 57 (US 19) south of CR 149
Station 7003 – W. SR 10 (US 90) west of Hickory Street
Station 7004 – S. SR 57 (US 19) at four-lane divided segment, south of city limits

Printouts of the classification counts are included in Appendix B. For Station 7002, data for the last day of the count, February 24, was not available and for Station 7004, data for the northbound lanes was available only for February 18-21.

Table 6-1 summarizes the percentages of medium trucks (vehicle classes 4 and 5 – buses and two-axle trucks) and heavy trucks (vehicle classes 6 through 13 – multi-axle trucks) at each count location for the weekday am and pm peak hours. The percentage of total trucks was approximately 10% on SR 10 (US 90) in both the am and pm peaks. On SR 57 (US 19), the percentages were approximately 20% in both the am and pm peaks north of Monticello and approximately 15% in the am peak and 8% in the pm peak south of Monticello.

#### 6.1.2 Eight-Hour Turning Movement Counts

An eight-hour turning movement count was conducted at the intersection of SR 10 (US 90) and SR 57 (US 19). The count was conducted on Wednesday, February 25, 2004, from 7:00 – 9:00 am, 11:00 am – 2:00 pm and 3:00 – 6:00 pm. In addition to a total vehicle count, medium and heavy trucks were counted separately. Pedestrians were also counted separately. A printout of the count, including truck and pedestrian counts, is included in Appendix C.

NOTE: Although the intersection is a roundabout, the turn count is presented as if it were a standard four-leg intersection. For example, a northbound left turn shown in the turn count represents the northbound-to-westbound movement, which actually must turn right, circle around and

turn right again.

### 6.1.3 48-Hour Volume Counts

A 48-hour volume count was conducted on May 4-5, 2004, on SR 57 (US 19) south of York Street. This count was conducted because it was noted that one roadway segment (SR 57 (US 19) from SR 10 (US 90) to Chestnut Street) did not have a count station to provide data for level of service analysis.

**TABLE 6-1**
**Weekday AM and PM Peak Hour Truck Percentages**
**SR 10 (US 90) and SR 57 (US 19)**

**7001 - SR 10 (US 90) E. of Simpson**

| | Total Veh. | Med. Trucks | Hvy. Trucks | Total Trucks | Med. Truck % | Hvy. Truck % | Total Truck % |
|---|---|---|---|---|---|---|---|
| Mar. 4 | | | | | | | |
| AM peak | 292 | 18 | 12 | 30 | 6.16% | 4.11% | 10.27% |
| PM peak | 274 | 11 | 5 | 16 | 4.01% | 1.82% | 5.84% |
| Mar. 9 | | | | | | | |
| AM peak | 301 | 20 | 5 | 25 | 6.64% | 1.66% | 8.31% |
| PM peak | 251 | 12 | 7 | 19 | 4.78% | 2.79% | 7.57% |
| Mar. 10 | | | | | | | |
| AM peak | 311 | 23 | 9 | 32 | 7.40% | 2.89% | 10.29% |
| PM peak | 314 | 21 | 8 | 29 | 6.69% | 2.55% | 9.24% |

**7002 - SR 57 (US 19) S. of CR 259**

| | Total Veh. | Med. Trucks | Hvy. Trucks | Total Trucks | Med. Truck % | Hvy. Truck % | Total Truck % |
|---|---|---|---|---|---|---|---|
| Feb. 18 | | | | | | | |
| AM peak | 682 | 59 | 77 | 136 | 8.65% | 11.29% | 19.94% |
| PM peak | 869 | 97 | 89 | 186 | 11.16% | 10.24% | 21.40% |
| Feb. 19 | | | | | | | |
| AM peak | 685 | 52 | 80 | 132 | 7.59% | 11.68% | 19.27% |
| PM peak | 867 | 86 | 81 | 167 | 9.92% | 9.34% | 19.26% |

**7003 - SR 10 (US 90) W. of Hickory**

| | Total Veh. | Med. Trucks | Hvy. Trucks | Total Trucks | Med. Truck % | Hvy. Truck % | Total Truck % |
|---|---|---|---|---|---|---|---|
| Feb. 18 | | | | | | | |
| AM peak | 575 | 31 | 23 | 54 | 5.39% | 4.00% | 9.39% |
| PM peak | 603 | 40 | 27 | 67 | 6.63% | 4.48% | 11.11% |
| Feb. 19 | | | | | | | |
| AM peak | 526 | 31 | 18 | 49 | 5.89% | 3.42% | 9.32% |
| PM peak | 601 | 40 | 27 | 67 | 6.66% | 4.49% | 11.15% |
| Feb. 24 | | | | | | | |
| AM peak | 511 | 31 | 25 | 56 | 6.07% | 4.89% | 10.96% |
| PM peak | 557 | 39 | 26 | 65 | 7.00% | 4.67% | 11.67% |

**7004 - SR 57 (US 19) at 4-ln divided S. of Monticello**

| | Total Veh. | Med. Trucks | Hvy. Trucks | Total Trucks | Med. Truck % | Hvy. Truck % | Total Truck % |
|---|---|---|---|---|---|---|---|
| Feb. 18 | | | | | | | |
| AM peak | 797 | 86 | 42 | 128 | 10.79% | 5.27% | 16.06% |
| PM peak | 818 | 40 | 28 | 68 | 4.89% | 3.42% | 8.31% |
| Feb. 19 | | | | | | | |
| AM peak | 814 | 70 | 47 | 117 | 8.60% | 5.77% | 14.37% |
| PM peak | 789 | 31 | 24 | 55 | 3.93% | 3.04% | 6.97% |

## 6.2 EXISTING LEVEL OF SERVICE ANALYSIS

The level of service was analyzed for roadway segments and for the roundabout intersection of SR 10 (US 90) and SR 57 (US 19). Level of Service analysis was conducted for existing conditions assuming no improvements to existing facilities.

### 6.2.1 Existing Roadway Segment Level of Service

Segments of SR 10 (US 90) and SR 57 (US 19) were analyzed using existing (2003) AADT volumes and the maximum service volumes from the tables in the FDOT Q/LOS Handbook. Table 6-2 presents the existing LOS analysis for the roadway segments, including number of lanes, facility type, length, LOS area, adopted LOS standard and maximum AADT. For all SR 10 (US 90) segments, the adopted LOS standard is C and existing levels of service are A or B with the exception of the segment from SR 57 (US 19) to Railroad Street, which is at LOS C. For SR 57 (US 19), the LOS standard is B for segments outside the City of Monticello and C for segments inside the city. Existing levels of service are all A, except for the two-lane segment from SR 10 (US 90) to Chestnut Street, which is at LOS C.

### 6.2.2 Existing Intersection Level of Service

The roundabout intersection of SR 10 (US 90) / SR 57 (US 19) was analyzed using the roundabout module in the Highway Capacity Software (HCS 2000) for unsignalized intersections. The turning movement volumes for the peak hours (am, mid-day and pm) were converted to passenger car equivalents (PCE's) by applying a factor of 1.5 to medium trucks and 2.0 to heavy trucks. The resulting PCE's were entered into HCS, which outputs an anticipated range of volume-to-capacity ratios for each approach. The higher v/c ratio in the range is more applicable for this project, since it represents expected operations where roundabouts are uncommon.

Printouts of the existing roundabout LOS analysis are included in Appendix D. Table 6-3 summarizes the results. The table shows that all v/c ratios are below .85, which is the highest acceptable v/c ratio for a roundabout approach. The existing intersection LOS is therefore acceptable.

**TABLE 6-2**
**EXISTING LEVEL OF SERVICE**
**SR 10 (US 90) and SR 57 (US 19) Segments**

| ROADWAY SEGMENT | NO. LNS. | FACILITY TYPE | LENGTH | LOS AREA | LOS STD | MAX AADT | COUNT STATION | EXISTING AADT | AVERAGE AADT | EXISTING LOS |
|---|---|---|---|---|---|---|---|---|---|---|
| **SR 10 (US 90)** | | | | | | | | | | |
| from Leon Co. line to W. city limits of Monticello | 2 | Undivided, uninterrupted | 5.9 mi. | Rural Undev. | C | 8600 | 540094<br>541501 | 3800<br>5300 | 4550 | B |
| from W. city limits of Monticello to US 19 | 2 | Undivided, uninterrupted | 0.8 mi. | Rural Devel. | C | 12700 | 7003 | 6500 | 6500 | B |
| from US 19 to Railroad Street | 2 | Undivided, uninterrupted | 0.3 mi. | Rural Devel. | C | 12700 | 541505 | 7900 | 7900 | C |
| from Railroad Street to E. city limits of Monticello | 4 | Undivided, uninterrupted | 0.5 mi. | Rural Devel. | C | 39710 | 541502 | 2600 | 2600 | A |
| from E. city limits of Monticello to Madison Co. line | 2 | Undivided, uninterrupted | 8.6 mi. | Rural Undev. | C | 8600 | 541502<br>540105<br>7001 | 2600<br>2200<br>2700 | 2500 | A |
| **SR 57 (US 19)** | | | | | | | | | | |
| from Interstate 10 to S. city limits of Monticello | 4 | Divided, uninterrupted | 3.4 mi. | Rural Undev. | B | 28600 | 540102<br>541503 | 5900<br>6200 | 6050 | A |
| from S. city limits of Monticello to E. of Martin Road | 4 | Divided, uninterrupted | 0.7 mi. | Rural Devel. | C | 41800 | 541503 | 6200 | 6200 | A |
| from E. of Martin Road to US 90 | 4 | Undivided, uninterrupted | 0.9 mi. | Rural Devel. | C | 39710 | 545006 | 10100 | 10100 | A |
| from US 90 to Chestnut Street | 2 | Undivided, uninterrupted | 0.5 mi. | Rural Devel. | C | 12700 | 7005 | 9600 | 9600 | C |
| from Chestnut Street to N. city limits of Monticello | 4 | Undivided, uninterrupted | 0.3 mi. | Rural Devel. | C | 39710 | 541504 | 6300 | 6300 | A |
| from N. city limits of Monticello to Groveville Rd | 4 | Undivided, uninterrupted | 0.4 mi. | Rural Undev. | B | 27170 | 541504 | 6300 | 6300 | A |
| from Groveville Rd to GA line | 4 | Divided, uninterrupted | 7.1 mi. | Rural Undev. | B | 28600 | 540002 | 4300 | 4300 | A |

## TABLE 6-3
## RESULTS OF US 90 / US 19 ROUNDABOUT ANALYSIS
## HIGHWAY CAPACITY SOFTWARE
## EXISTING CONDITIONS

| | V/C RATIO BY APPROACH* | | | |
|---|---|---|---|---|
| **EXISTING (2004)** | **Eastbound** | **Westbound** | **Northbound** | **Southbound** |
| **AM Peak** | .51 - .64 | .52 - .64 | .48 - .59 | .66 - .81 |
| **Mid-Day Peak** | .40 - .50 | .44 - .55 | .53 - .65 | .49 - .60 |
| **PM Peak** | .41 - .50 | .46 - .57 | .46 - .56 | .46 - .56 |

* HCS software generates two v/c ratios based on the range of estimated critical gaps and follow-up times. The higher v/c reflects the operation that might be expected until roundabouts become more common.

NOTE: .85 is the highest acceptable v/c ratio for a roundabout approach.

## TABLE 6-4
## FUTURE LEVEL OF SERVICE
## SR 10 (US 90) and SR 57 (US 19) Segments

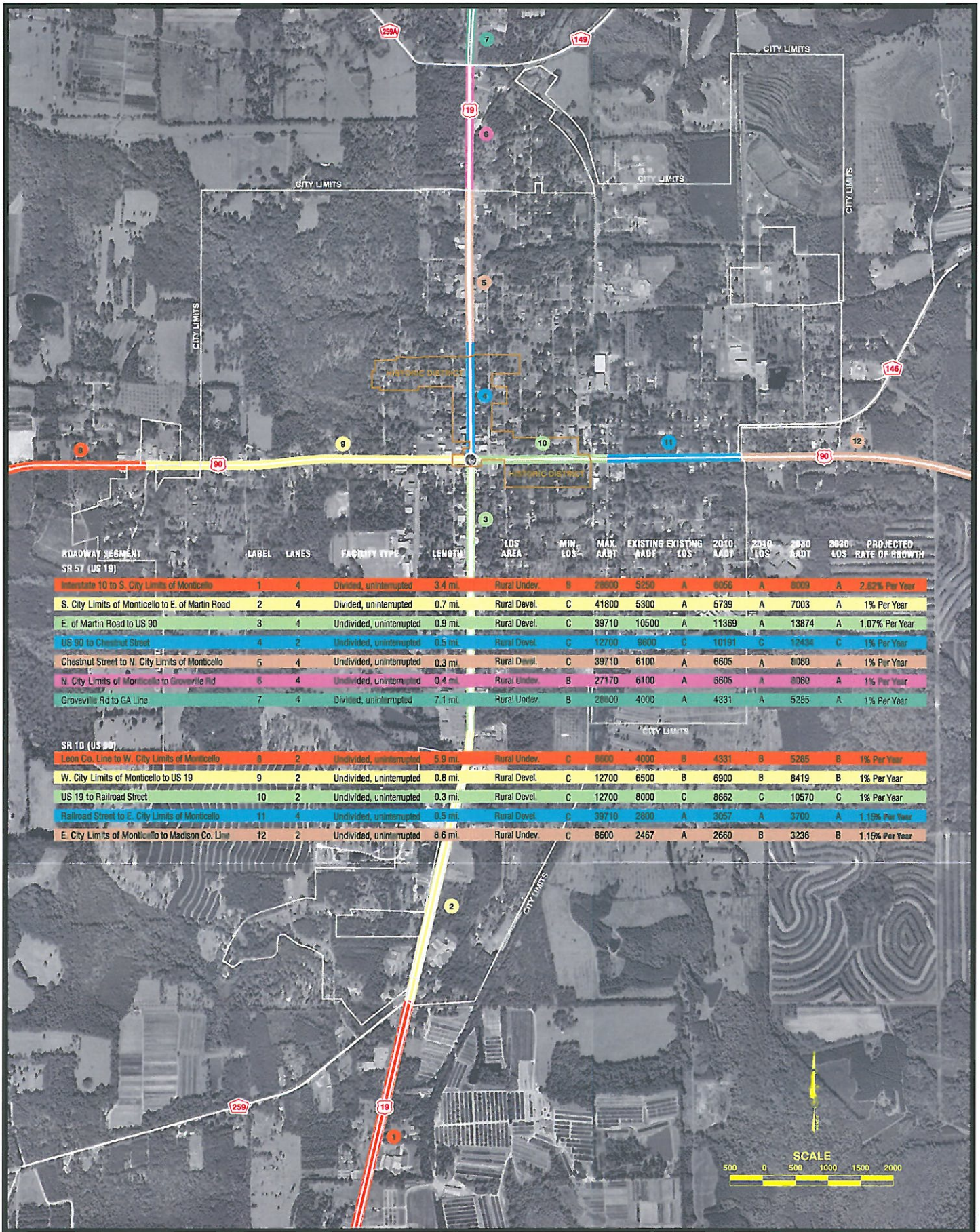
| ROADWAY SEGMENT | LOS STD | MAX AADT | COUNT STATION | 2010 AADT's | AVERAGE 2010 AADT | 2010 LOS | 2030 AADT's | AVERAGE 2030 AADT | 2030 LOS |
|---|---|---|---|---|---|---|---|---|---|
| **SR 10 (US 90)** | | | | | | | | | |
| from Leon Co. line to w. city limits of Monticello | C | 8600 | 540094<br>541501 | 4074<br>5682 | 4878 | B | 4971<br>6934 | 5953 | C |
| from w. city limits of Monticello to US 19 | C | 12700 | 7003 | 6900 | 6900 | B | 8419 | 8419 | B |
| from US 19 to Railroad Street | C | 12700 | 541505 | 8470 | 8470 | C | 10335 | 10335 | C |
| from Railroad Street to e. city limits of Monticello | C | 39710 | 541502 | 2788 | 2788 | A | 3401 | 3401 | A |
| from e. city limits of Monticello to Madison Co. line | C | 8600 | 541502<br>540105<br>7001 | 2788<br>2359<br>2866 | 2671 | B | 3401<br>2878<br>3497 | 3259 | B |
| **SR 57 (US 19)** | | | | | | | | | |
| from Interstate 10 to s. city limits of Monticello | B | 28600 | 540102<br>541503 | 6660<br>6647 | 6654 | A | 9715<br>8111 | 8913 | A |
| from s. city limits of Monticello to e. of Martin Road | C | 41800 | 541503 | 6647 | 6647 | A | 8111 | 8111 | A |
| from e. of Martin Road to US 90 | C | 39710 | 545006 | 10829 | 10829 | A | 13213 | 13213 | A |
| from US 90 to Chestnut Street | C | 12700 | 7005 | 10191 | 10191 | C | 12434 | 12434 | C |
| from Chestnut Street to n. city limits of Monticello | C | 39710 | 541504 | 6754 | 6754 | A | 8242 | 8242 | A |
| from n. city limits of Monticello to Groveville Rd | B | 27170 | 541504 | 6754 | 6754 | A | 8242 | 8242 | A |
| from Groveville Rd to GA line | B | 28600 | 540002 | 4610 | 4610 | A | 5625 | 5625 | A |

## TABLE 6-5
## RESULTS OF US 90 / US 19 ROUNDABOUT ANALYSIS
## HIGHWAY CAPACITY SOFTWARE
## PROJECTED CONDITIONS

| | V/C RATIO BY APPROACH* | | | |
|---|---|---|---|---|
| | Eastbound | Westbound | Northbound | Southbound |
| **2010** | | | | |
| **AM Peak** | .55 - .69 | .55 - .69 | .52 - .64 | **.71 - .88** |
| **Mid-Day Peak** | .44 - .54 | .48 - .60 | .58 - .70 | .53 - .65 |
| **PM Peak** | .44 - .55 | .50 - .62 | .49 - .60 | .50 - .61 |
| **2030** | | | | |
| **AM Peak** | **.76 - .97** | **.74 - .92** | **.69 - .86** | **.96 - 1.20** |
| **Mid-Day Peak** | .59 - .74 | .65 - .81 | **.74 - .91** | **.70 - .86** |
| **PM Peak** | .59 - .74 | .66 - .82 | .63 - .77 | .65 - .81 |

* HCS software generates two v/c ratios based on the range of estimated critical gaps and follow-up times. The higher v/c reflects the operation that might be expected until roundabouts become more common.

NOTE: .85 is the highest acceptable v/c ratio for a roundabout approach.




| ROADWAY SEGMENT | LABEL | LANES | FACILITY TYPE | LENGTH | LOS AREA | MIN. LOS | MAX. AADT | EXISTING AADT | EXISTING LOS | 2010 AADT | 2010 LOS | 2030 AADT | 2030 LOS | PROJECTED RATE OF GROWTH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SR 57 (US 19)** | | | | | | | | | | | | | | |
| Interstate 10 to S. City Limits of Monticello | 1 | 4 | Divided, uninterrupted | 3.4 mi. | Rural Undev. | B | 28600 | 5250 | A | 6056 | A | 8009 | A | 2.62% Per Year |
| S. City Limits of Monticello to E. of Martin Road | 2 | 4 | Divided, uninterrupted | 0.7 mi. | Rural Devel. | C | 41800 | 5300 | A | 5739 | A | 7003 | A | 1% Per Year |
| E. of Martin Road to US 90 | 3 | 4 | Undivided, uninterrupted | 0.9 mi. | Rural Devel. | C | 39710 | 10500 | A | 11369 | A | 13874 | A | 1.07% Per Year |
| US 90 to Chestnut Street | 4 | 2 | Undivided, uninterrupted | 0.5 mi. | Rural Devel. | C | 12700 | 9600 | C | 10191 | C | 12434 | C | 1% Per Year |
| Chestnut Street to N. City Limits of Monticello | 5 | 4 | Undivided, uninterrupted | 0.3 mi. | Rural Devel. | C | 39710 | 6100 | A | 6605 | A | 8060 | A | 1% Per Year |
| N. City Limits of Monticello to Groveville Rd | 6 | 4 | Undivided, uninterrupted | 0.4 mi. | Rural Undev. | B | 27170 | 6100 | A | 6605 | A | 8060 | A | 1% Per Year |
| Groveville Rd to GA Line | 7 | 4 | Divided, uninterrupted | 7.1 mi. | Rural Undev. | B | 28600 | 4000 | A | 4331 | A | 5285 | A | 1% Per Year |
| **SR 10 (US 90)** | | | | | | | | | | | | | | |
| Leon Co. Line to W. City Limits of Monticello | 8 | 2 | Undivided, uninterrupted | 5.9 mi. | Rural Undev. | C | 8600 | 4000 | B | 4331 | B | 5285 | B | 1% Per Year |
| W. City Limits of Monticello to US 19 | 9 | 2 | Undivided, uninterrupted | 0.8 mi. | Rural Devel. | C | 12700 | 6500 | B | 6900 | B | 8419 | B | 1% Per Year |
| US 19 to Railroad Street | 10 | 2 | Undivided, uninterrupted | 0.3 mi. | Rural Devel. | C | 12700 | 8000 | C | 8662 | C | 10570 | C | 1% Per Year |
| Railroad Street to E. City Limits of Monticello | 11 | 4 | Undivided, uninterrupted | 0.5 mi. | Rural Devel. | C | 39710 | 2800 | A | 3057 | A | 3700 | A | 1.15% Per Year |
| E. City Limits of Monticello to Madison Co. Line | 12 | 2 | Undivided, uninterrupted | 8.6 mi. | Rural Undev. | C | 8600 | 2467 | A | 2660 | B | 3236 | B | 1.15% Per Year |

STATE OF FLORIDA · DEPARTMENT OF TRANSPORTATION

**SR 57 (US 19) MONTICELLO BY-PASS STUDY**

**LEVEL OF SERVICE ANALYSIS RESULTS**

**FIGURE 6-1**

## 7.0 CORRIDOR ANALYSIS

A corridor analysis was performed to evaluate potential transportation improvement alternatives that meet the desired level of service while minimizing social, economic and environmental impacts. Alternatives considered generally fall into one of three categories:

- Operational and geometric improvement alternatives that evaluate the potential for access management, traffic operations, enhanced signing and pavement markings and intersection improvements to provide interim capacity and safety improvements along SR 57 (US 19).

- "Corridor-level" concepts for widening the existing SR 57 (US 19) roadway within the project limits and improving the geometry of the existing roundabout.

- "Corridor-level" concepts for alternative roadway corridors or one-way pairs that could help relieve truck conflicts, safety concerns, environmental concerns and capacity concerns resulting from the existing roadway configuration.

Improvement alternatives have been evaluated according to a set of evaluation criteria that considers travel service, impacts to natural, social and physical environment conditions and project cost. The alternatives considered in this section of the report are as follows:

1. "No Build"
2. Operational/Geometric Improvement to Existing Facility
3. Capacity Improvements to Existing Facility
4. Off-System Alternatives (Utilizing Existing Streets/Corridors)
   - A. Water Street 4-Laning
   - B. Waukeenah Street 4-Laning
   - C. Mulberry Street 4-Laning
   - D. One-Way Pairs
5. By-Pass Alternatives (New Roadway Alignments)
   - A. Far West New Alignment
   - B. Near West New Alignment
   - C. East Long New Alignment
   - D. East Short New Alignment

## 7.1 NO BUILD ALTERNATIVE

The No Build alternative provides a baseline from which to measure the performance, costs and impacts of all alternatives. The advantages of the No Build alternative are:

- No construction costs
- No right-of-way costs, impacts or relocations
- No additional environmental impacts
- No disruption to businesses and residents during construction

The disadvantages of the No Build alternative are:

- Continuing decrease in level of service with eventual failing LOS at the roundabout within the design year
- Continued perceived or actual pedestrian safety issues
- Continued issue of citizen concerns about heavy truck traffic and noise in the downtown area
- Roadway segment does not meet FIHS (or possible SIS) criteria.

## 7.2 OPERATIONAL/GEOMETRIC IMPROVMENTS TO EXISTING FACILITY

Operational and geometric improvement alternatives were analyzed to provide for potential interim improvements to SR 57 (US 19) in the immediate downtown Monticello area. The concept was to investigate potential operational and geometric improvement alternatives that would provide the potential for access management, traffic operations, enhanced signing and pavement markings and intersection improvements to provide interim capacity and safety improvements along SR 57 (US 19). It should be noted that none of the alternatives considered meet the design requirements for FIHS facilities and that these improvements are considered to be temporary or interim. The development of alternatives for operational and geometric improvements was restricted to the two-lane portion of SR 57 (US 19) from one block south to five blocks north of the roundabout. For the purposes of this evaluation it was assumed that the operational and geometric improvements would exclude the addition of capacity lanes since that alternative is being evaluated separately (see Section 7.3).

The primary evaluation elements for consideration of potential improvements were the historical crash data and the traffic level of service analysis. Analysis of the crash data identifies segments or intersections exhibiting high crash concentrations, indicating the possible need for operational improvements. Pedestrian crashes are also considered since the character of the downtown area is commercial and the location of the Courthouse in the middle of the roundabout requires frequent pedestrian crossings. Analysis of the traffic level of service for this segment of roadway and for the major intersection (the roundabout) identifies the potential need for capacity improvements and may indicate specific traffic constraints.

The crash data for SR 57 (US 19) for this segment has been plotted on Figure 4-6. Although the traffic count data recorded a relatively high number of pedestrian movements at the roundabout (285 in 8 hours) and in the downtown area, there does not appear to be any significant concentrations of crashes within the two lane area and this area does not indicate a significantly higher general crash rate than the remainder of the corridor. The lack of crash concentrations within this segment indicates that little or no safety benefit would be gained from operational improvement alternatives. The crash data also indicates only one recorded pedestrian crash within the study period. This may be partly due to the generally low operating speeds experienced in the area. Operational and geometric improvements may lead to increased operating speeds and potential for increased pedestrian conflicts.

The level of service analysis indicates that given the relatively low historical traffic growth rate, the level of service will remain acceptable for the segment throughout the design period; however, the level of service for the roundabout will degrade to an unacceptable level within the design period. This constraint leads us to investigate operational and geometric improvements that may be accomplished within the roundabout to increase level of service. The level of service for the intersection is degraded primarily due to the large volume of truck traffic moving north and south on SR 57 (US 19). Large trucks must negotiate the roundabout at a low speed due to the geometric constraints and therefore significantly lowers the capacity of the intersection. The geometric constraints are most significant in the southbound direction on SR 57 (US 19) where the turning movement from the roundabout onto southbound SR 57 (US 19) is constrained by a large historic oak tree in the southwest quadrant. Since this tree is significant to the community in terms of historic importance, removing the tree was not considered.

An analysis of the existing roadway geometry for this southbound movement has been performed using the base survey and roadway drawing files for the most recent resurfacing project (219448-1-52-01). As shown on Figure 7-1, the turning template for a WB-67 truck has been developed for the analyzed turn movement using Autoturn 5.0. The critical turning radius is approximately 50 feet resulting in a theoretical design speed of approximately 22 mph. The truck has difficulty negotiating the turn to the right without overrunning the inside of the roundabout with the rear tires or steering into the oncoming traffic lanes with the front wheels. This maneuver requires a very low operating speed, which degrades the intersection capacity.

A proposed geometric improvement for this constrained movement is shown in Figure 7-2. The traffic island on the south leg of the intersection as well as the northbound travel lane has been shifted to the east by approximately 12 feet. This results in a larger effective turning radius (approximately 90 feet) for the right turn movement resulting in a theoretical design speed of 29 mph. This geometric improvement can be accomplished by removing and replacing the traffic striping from the south end of the roundabout to approximately 1000 feet to

the south to transition the travel lanes to the east. The relocation of the existing stripped traffic island will require the relocation of several traffic signs presently located in the island.

As indicated on Figure 7-2, to achieve the full benefit of this improvement, the south and west portion of the interior curbing of the roundabout must be removed and replaced to allow for minor roadway widening in that area. The maximum additional widening width is approximately 1.5 feet.

The cost for the striping improvement is considered to be very low and may be performed as incidental to the next resurfacing project in the area. The cost for the curb relocation and minor widening is estimated to be approximately $25,000. The relocation of the curb will alter the symmetry and appearance of the Courthouse yard and is considered as a negative impact to this historic property.

## 7.3 CAPACITY IMPROVEMENTS TO EXISTING FACILITY

An analysis for capacity improvements or the four-laning of the existing SR 57 (US 19) roadway alignment has been developed for consideration as an option for the capacity improvements necessary to maintain an acceptable level of service for the design year and the design speed required to comply with FIHS standards. To meet FIHS criteria for an urbanized area, the analysis considers a four-lane urban typical section to be constructed along the existing route for the 2.06 mile segment from MP 8.81 (south of the Winn Dixie shopping plaza) to MP 10.87 (intersection with CR 149).

*Engineering:* The four-laning concept developed for this analysis is for a four-lane urban typical section as shown in Figure 5-1. This typical, with a 22 foot wide median, has a design speed of 50 mph as required for the FIHS in an urbanized area and must have a posted speed of no greater than 45 mph. For this analysis the existing roundabout at the intersection of SR 57 (US 19) and SR 10 (US 90) is eliminated by relocating the Courthouse to another location to allow for the construction of a standard at-grade intersection. This approach has the least impact on the downtown business and provides for a safer intersection of these two roadways as opposed to a multilane roundabout option. Although the relocation of the Courthouse is seen to be a significant disruption to the character of Monticello, when compared to providing for safe pedestrian access within a multi-lane roundabout with much higher operating speeds and the associated significant impacts to the adjacent parcels (including the historic opera house), it is determined to be the better of the two options.

The typical section requires a minimum of 106 feet of right-of-way and therefore impacts parcels throughout the 2.06 miles of roadway widening. The lands impacted by the corridor are primarily commercial and mixed-use suburban/residential. It is estimated that 123 parcels would be impacted and that 11 residential relocations and 11 commercial relocations would be required. The commercial relocations would include two blocks in the central downtown

business district severely disrupting the community cohesion and character.

*Environmental/Cultural:* Since this alignment impacts the downtown commercial and historical district, there would be significant anticipated impacts to community facilities. Assuming that pond sites could be located on low value parcels, there are four (4) anticipated community facility relocations (post office, 2 churches and the Courthouse), six (6) potential Historic / Archaeological site impacts and six (6) public lands / recreation areas impacts (or potential Section 4 (f) involvements). The total additional land area (upland) impacted for this alignment would be approximately 6 acres. Wetland impacts would be negligible.

Potential involvement with Threatened and Endangered (T&E) Species would be considered "low" due to the developed nature of the existing corridor. No T&E species (plant or animal) or other Species of Special Concern were observed during field reviews. Seven (7) potential contamination sites could be impacted within the alignment, chiefly existing or abandoned service stations. Sixteen (16) potential noise sensitive sites would be located within 300 feet of the proposed alignment. Detailed noise modeling was not conducted, but once completed; many sites may not warrant noise abatement.

*Summary:* Based on the initial evaluation conducted for this potential alignment corridor, the potential for impacts to businesses and homes in the downtown and historic district as well as the right-of-way costs and cultural impacts of relocating the Courthouse effectively eliminate this option from further analysis.

## 7.4 OFF-SYSTEM ALTERNATIVES

Off-system alternative corridors were developed to take advantage of existing right-of-way and roadway facilities in the immediate downtown Monticello area. The concept was to divert thru-traffic off of existing SR 57 (US 19) in the central business district. This would be done by utilizing the existing grid of city streets.

In the initial planning stages, four separate alternatives were developed through the studying of maps, aerial photographs and site visits. These alternatives are shown in Figures 7-3 and 7-4. The alignments and cross sections were developed under the surmise that FIHS design standards would not be required for the off-system alternatives and that these alternatives would be considered as interim improvements. None of these alternatives meet the design speed requirements for minimum degree of curve for horizontal curves. Constraints of the off-system alternatives are discussed at the end of this section.

Alterative 4A – Water Street 4-Laning: This corridor alignment will be a five-lane urban facility with a design speed less than 40 mph. Northbound traffic on SR 57 (US 19) is routed west onto Seminole Avenue at a signalized intersection, turning north onto Water Street continuing across SR 10 (US 90). The alignment turns east onto York Street. At a signalized intersection, traffic is returned to northbound SR 57 (US 19). The two-lane portion of SR 57 (US 19) north of this

alignment would be widened to four-lanes. Local traffic on SR 57 (US 19) and SR 10 (US 90) would be permitted to continue on the existing facilities for access to the business district.

Alterative 4B – Waukeenah Street 4-Laning: At a signalized intersection, northbound traffic is routed west onto Anderson Street for one block, then north onto Mulberry Street. Traffic continues north, through a signalized intersection at SR 10 (US 90) and turns east on to Madison Street. At a signalized intersection, traffic is returned to northbound SR 57 (US 19). This new facility will be a five-lane urban section with a design speed less than 40 mph. The two-lane portion of SR 57 (US 19) north of this alignment would be widened to four-lanes. Similar to Alternative 4A, local traffic on SR 57 (US 19) and SR 10 (US 90) would be permitted to continue on the existing facilities for access to the business district.

Alterative 4C – Mulberry Street 4-Laning: Northbound traffic on SR 57 (US 19) is routed to the east on to Seminole Avenue. A signalized intersection would be provided to allow local traffic to continue on existing SR 57 (US 19). From Seminole Avenue traffic will be routed north onto Waukeenah Street, continuing north through a signalized intersection at SR 10 (US 90). North of SR 10 (US 90) traffic continues north to Madison Street. At Madison Street traffic is routed west and then north onto SR 57 (US 19) at a signalized intersection. This facility will be a five-lane urban section with a design speed less than 40 mph. The two-lane portion of SR 57 (US 19) north of this alignment would be widened to four-lanes. Similar to other off-system alternates, local traffic on SR 57 (US 19) and SR 10 (US 90) would be permitted to continue on the existing facilities for access to the business district.

Alternative 4D – One-Way Pairs: All northbound traffic on SR 57 (US 19) is routed east onto Palmer Mill Road, two blocks south of the roundabout. Two blocks east traffic turns north onto Waukeenah Street, crossing SR 10 (US 90) and traveling five blocks before turning west onto Madison Street. At the intersection of Madison Street and SR 57 (US 19) northbound traffic would be returned to SR 57 (US 19). From the north, all southbound traffic is routed west onto Madison Street for one block. Traffic then turns south onto Mulberry Street, crossing SR 10 (US 90). At Palmer Mill Road traffic turns west. At the intersection of Palmer Mill Road and SR 57 (US 19), traffic returns southbound on SR 57 (US 19). All off system roadways would be improved to serve as one-way two-lane facilities with a design speed less than 40 mph. The two-lane portion of SR 57 (US 19) north of this alignment would be widened to four-lanes. Intersections at SR 57 (US 19) and SR 10 (US 90) would be signalized.

Many challenges arose during the analysis of these alignments. All four alignments share similar challenges. The first and most limiting is the design speed requirement. Since SR 57 (US 19) is part of the FIHS. The required design speed is 50 mph within an urban area. As presented previously in Table 5.1, the minimum degree of curve for a 50 mph design speed is 2° 0' with a normal crown, 4° 45' with a reverse crown and 6° 30' with a maximum

superelevation of 5.0%. This equates to horizontal curve radii of 2865 feet, 1206 feet and 880 feet respectively. 880 feet is nearly four city blocks therefore, each curve would require a very large number of parcel takes. Geometry of this nature within a developed urban area is not feasible due to the magnitude of the impacts it would require. A curve radius of this size would also not allow for superelevation transition lengths.

The second challenge is the historic district and the number of historic structures located within it. Several existing features controlled the possible locations of off-system alternatives. The northeastern quadrant is limited to the north by the Old Cemetery dating from 1827. Also located in this quadrant are two churches dating from 1841 and 1885. The northwest quadrant is limited to the north by the historic Madison Street residential area. Two of the more notable homes on this street are the Bailey-Brinson House (c. 1880) and the Turnbull-Evans House (c. 1880). The southwest quadrant is the most challenging quadrant. It is limited to the west by the former Jefferson High School. This school was replaced this year by a new high school located on SR 57 (US 19) south. However, the existing buildings will be utilized by the Jefferson County School Board, various Jefferson County services and the Jefferson County Library. The original historic Jefferson County High School, constructed in 1852 is located adjacent to the former high school. Also located in this quadrant are three churches, one dating from 1888, along with City Hall, the police station and the Monticello Opera House (c. 1890). The southeast quadrant contains Howard Middle School. Finally, most commercial building in the historic district date for the last quarter of the 19$^{th}$ century. According to information from the State Historic Preservation Office (SHPO), 541 historic structures are present within the project limits, predominantly within the city limits.

The town of Monticello has a diverse mix of business and residential areas in the small downtown area. There is no possible alignment to minimize residential, business and government impacts and meet the required design speed. Most of the property impacts may be to historic structures. From an environmental standpoint, a large number of possible contamination sites are located in the downtown area. Additionally, there will be large numbers of noise sensitive sites impacted. For these reasons, all off-system alternative corridors are being removed from further consideration.

## 7.5 BY-PASS ALTERNATIVES

The four alignments developed for consideration are shown in Figure 7-5 and 7-6. Figure 7-5 shows the study alignments used for the quantitative and qualitative matrix evaluation. Alignments are represented by a 250-foot corridor and are a first attempt to minimize potential impacts. This is wider than required and shown in the four-lane typical section. The 250-foot corridor was used to account for additional right-of-way that may be required for the use of stormwater treatment, pond sites and possible interchanges at the termini. The required right-of-way for a six-lane facility would be 224-feet with no allowance for pond

sites or stormwater treatment. Figure 7-6 shows the study corridors developed in the initial stages of the study. Within each corridor, several alignments are possible to utilize existing right-of-way or property boundaries. Corridor widths depicted are 1000 feet for Alternatives 5A and 5B, 3000 feet for Alternative 5C, and 2000 feet for Alternative 5D. The smaller corridor widths indicate a more natural alignment option.

The geometry of termini at the beginning and end of the by-pass alignments was beyond the scope of this report. However, preliminary discussions were started with both Central Office and District Three planning staff regarding termini preferences. The preferred termini at the intersection of the by-pass and existing SR 57 (US 19) would be an interchange, with the intent being to maintain Average Through Speeds as part of the FIHS minimum standards.

Alternative 5A – Far West New Alignment

*Engineering:* This corridor alignment is to the west of Monticello, generally following an abandoned railroad corridor. It consists of a rural, four lane divided typical section along its entire length. Northbound traffic on SR 57 (US 19) will be routed onto the new four-lane facility at the intersection CR 158. The new alignment will then traverse to the west along the abandoned railroad corridor, currently owned by Progress Energy. The corridor makes a wide sweeping turn to the north and crosses SR 10 (US 90) approximately 2.1 miles from the Monticello Courthouse. The new alignment then continues north along existing New Monticello Road, currently a dirt road paralleling the rail corridor. The alignment parts from the rail corridor, curving to the east and utilizing the existing right-of-way along West Lake Road. Near the intersection of West Lake Road and Lake Road, the new facility continues eastward to rejoin SR 57 (US 19) approximately 1.1 miles north of the Courthouse. Intersections at SR 57 (US 19) and SR 10 (US 90) will be signalized. The overall length of this corridor alignment is 6.94 miles.

This alignment minimizes the number of impacts to parcels by taking advantage of the abandoned rail corridor owned by Progress Energy and existing county right-of-way. The lands impacted by the corridor are primarily agricultural, low-density residential and mixed-use suburban/residential.

*Environmental/Cultural:* Since this alignment passes through lands that are currently very rural, there would no anticipated impacts to community facility relocations, potential Historic / Archaeological site impacts, public lands / recreation areas, or potential Section 4 (f) involvement. The total area impacted (wetland and upland) for this 250-foot wide corridor would be approximately 210 acres. Wetland impacts would be approximately 83 acres. The wetland acreage was calculated from the hydric soils data overlay only. Therefore, actual impacts to wetlands could vary slightly from this initial estimate.

Potential involvement with Threatened and Endangered (T&E) Species would be

considered "medium" due to the impacts to farmland and undeveloped forested areas. Of the alignments considered, this alternative has the greatest potential for impacts to forested areas, which could provide habitat, cover and foraging area for many mammals. No T&E species (plant or animal) or other Species of Special Concern were observed during field reviews.

Two (2) potential contamination sites could be impacted within the alignment. These include the Jefferson County Recycle facility along the railroad alignment north of SR 10 (US 90) and what appears to be an abandoned convenience store or service station south of West Lake Road. Since the majority of this alignment follows the abandoned railroad corridor, arsenic and other contamination in soil and/or groundwater are potential concerns.

Thirty-three (33) potential noise sensitive sites could be located within 300 feet of the proposed alignment. All of the potential receivers are single-family dwellings. Detailed noise modeling was not conducted, but once completed, many sites may not warrant noise abatement.

*Summary:* Based on the initial evaluation conducted for this potential alignment corridor, Alternative 5A involves:

- A western alignment that extends 2.1 miles west of the Courthouse Square and utilizes the abandoned railroad corridor. The by-pass route would be 2.4 miles longer than the existing route.
- No anticipated community facilities relocations, potential Historic / Archaeological sites impacts, public lands / recreation areas impacts, or Section 4 (f) properties involvement.
- Second greatest overall right-of-way impacts, 210 acres.
- Greatest amount of wetland impacts, 83 acres.
- "Medium" likelihood of potential T&E species involvement, the greatest amount of potential contamination impacts based on the length of the railroad corridor followed and the second greatest number of potential noise receiver sites (33 sites).

<u>Alternative 5B – Near West New Alignment</u>

*Engineering:* This corridor alignment is to the west of Monticello on a new alignment. The typical section consists of a rural, four-lane divided section for most of its length. Northbound traffic on SR 57 (US 19) is routed to the west onto a new four-lane facility south of the Winn Dixie shopping center. At this location existing SR 57 (US 19) is transitioning from a rural four-lane divided highway to a five-lane urban section. The corridor sweeps northward, minimizing the number of parcel impacts and staying largely within the city limits. The new facility

crosses SR 10 (US 90) approximately one half mile west of the Courthouse, at the western edge of the residential downtown area. The corridor continues to the north, and then curves to the east to rejoin SR 57 (US 19) at the intersection SR 57 (US 19) and CR 149. This location is where SR 57 (US 19) becomes a rural four-lane divided section. The intersections at SR 57 (US 19) and SR 10 (US 90) will be signalized and allow local access to the business district. The overall length of this corridor alignment is 2.47 miles.

This relatively short alignment is located mostly inside the city limits and has a minimal number of parcel impacts. Parcel tax data indicates that a large portion of the land within this corridor is held by a small number of individuals. Land uses are mostly agricultural, with some low-density residential and mixed-use business/residential.

*Environmental/Cultural:* With the corridor remaining close to the town, it is slightly more urban than the other three (3) alternatives. The Jefferson County Health Department has a facility very near the western edge of the alignment. A dentist's office is located east of and adjacent to the alignment. It appears there would be no community relocations or potential Historic / Archaeological site impacts. The alignment would impact a city-owned parcel on the north side of SR 10 (US 90) that contains a WW-II Iwo Jima Memorial. While this one property introduces the potential for Section 4(f) involvement, it is not anticipated that the Determination of Applicability would find the impacts significant, as they would not affect the use of, or access to this property.

The total area of ROW impacts would be approximately 74 acres of which approximately 24 acres are wetlands. The potential for T&E species impacts would likely be considered "low" since this area is urban in nature. No T&E species (plant or animal) were observed during field surveys.

Three (3) potential contamination sites are located very near the alignment. These include the Jefferson County Roadway Department facility, Jefferson County Fire and Rescue and an old FDOT maintenance yard. All are near the southern terminus of the corridor alignment. Based on the type of operations present at these locations, there is a fair possibility of potential contamination at these sites.

Two (2) potential noise receptor sites are located along the alignment. Both are single-family dwellings, one behind the Winn-Dixie plaza and the other near the northwest portion of the alignment.

*Summary:* Based on the initial evaluation conducted for this potential alignment corridor, Alternative 5B involves:

- A western alignment that extends 0.5 miles west of the Courthouse, staying mostly within the Monticello city limits. The by-pass route would be 0.5 miles longer than the existing route.

- No community facilities relocations or potential Historic / Archaeological sites impacts. One (1) parcel that could potentially involve Section 4(f) issues.

- Least overall ROW impacts, 74 acres.

- Second least wetland impacts, 24 acres.

- "Low" likelihood of T&E species involvement, the second highest number of potential contamination sites (3 sites) and the least amount of potential noise receiver sites (2 sites).

Alternative 5C – East Long New Alignment

*Engineering:* This corridor alignment by-passes Monticello to the east on a new alignment consisting of a four lane rural divided typical section along its entire length. The new alignment begins at the intersection of SR 57 (US 19) and CR 158, utilizing the existing CR 158 and abandoned rail corridor for the first mile. The alignment then sweeps widely to the north crossing SR 10 (US 90) approximately 1.5 miles east of the Courthouse. The alignment will utilize existing easements and right-of-way to minimize parcel impacts and ROW cost. The corridor continues north and sweeps back to the west to rejoin SR 57 (US 19) north of CR 149, approximately 4.5 miles north of the Courthouse. The intersections at SR 57 (US 19) and SR 10 (US 90) will be signalized and allow local access to the business district. The overall length of this corridor alignment is 7.79 miles.

The southern portion of this corridor alignment is through agricultural areas with several commercial nurseries. The northern portion of the corridor is also agricultural with several pockets of low-density residential and mixed-use suburban/residential uses.

*Environmental/Cultural:* This alignment is the longest in overall length, traversing larger rural/agricultural areas containing pine plantations, nurseries, farmlands and scattered wetlands. The total area of ROW impacts would be approximately 235 acres of which approximately 32 acres would be wetlands. There would be no community facilities relocations or impacts to public lands / recreation areas. The potential for impacts to the Trelawn Plantation near the southern end of the alignment may involve Section 4(f). The Trelawn Plantation is a historic plantation and home established in the mid-1800's.

The potential for T&E species impacts would be considered "low" because of the large areas where farming activities occur. No T&E species (plant or animal) were observed during field surveys.

Four (4) potential contamination sites were identified in the evaluation of this corridor. These include one (1) former service station, two (2) sites associated with a forester's facility and one (1) storage tank at a farm. A short section of this

alignment would utilize part of the abandoned railroad corridor and could involve similar issues as with Alternative 5A, such as arsenic and other soil/groundwater issues.

Twenty-three (23) potential noise sensitive sites exist within 300 feet of this alignment. Of these, twenty-two (22) were single-family dwellings and the other was a church. Because of the rural nature of this alignment, the potential noise receiver sites are scattered along the alignment, predominantly the northern half.

*Summary:* Based on the initial evaluation conducted for this potential alignment corridor, Alternative 5C involves:

- An eastern alignment that extends 1.5 miles east of the Courthouse. This by-pass route would be 2.1 miles longer than the existing route.
- No community facilities relocations, one (1) potential Historic site impact (tied with Alternative 5B), no public lands / recreation areas impacts, one potential Section 4(f) property impact (tied with Alternative 5B).
- The largest overall ROW impacts, 235 acres.
- Second highest wetland impacts, 32 acres.
- "Low" likelihood of T&E species involvement, the most individual potential contamination sites (4 sites), including some abandoned railroad right-of-way and the second least number of potential noise receptor sites (23 sites).

Alternative 5D – East Short New Alignment

*Engineering:* The majority of this alignment overlaps with the Alternative 5C. The primary difference is that this alternative diverts from SR 57 (US 19) approximately two miles south of the Courthouse, instead of further south as in the previous alternative. This corridor also utilizes the abandoned rail corridor, skirting the eastern city limits and joining the above-described alignment for Alternative 5C approximately 0.5 miles south of SR 10 (US 90). The overall length of this corridor alignment is 6.17 miles.

*Environmental/Cultural:* The Alternative 5D alignment would have basically the same types of rural impacts as Alternative 5C. There would be no community facility relocations and no potential Historic / Archaeological sites impacts. Impacts to a planned Rails to Trails facility introduces the potential for Section 4(f) involvement.

The total area of ROW impacts would be approximately 186 acres, of which approximately 13 acres would be wetlands. The potential for T&E species impacts would be considered "low" because of farming activities. No T&E species (plant or animal) were observed during field surveys.

Two (2) potential contamination sites were observed. These include a propane facility near the southern terminus and a storage tank at a farm to the north.

Thirty-five (35) potential noise sensitive sites exist within 300 feet of this alignment. Thirty-four (34) are single-family dwellings and one (1) is a church. Fifteen (15) are located relatively close together near the southern terminus, with the remainder widely scattered along the northern portion of the alignment.

*Summary:* Based on the initial evaluation conducted for this potential alignment corridor, Alternative 5D involves:

- An eastern alignment that extends 1.5 miles east of the Courthouse. This by-pass route would be 2.0 miles longer than the existing route.
- No community facilities relocations, potential Historic / Archaeological site impacts, public lands / recreation areas impacts. One (1) potential Section 4 (f) properties impact.
- The second lowest ROW impacts, 186 acres.
- The least wetland impacts, 13 acres.
- "Low" likelihood of T&E species involvement, the least number of potential contamination sites (2 sites) and the largest number of potential noise receiver sites (35 sites).

## 7.6 VIABLE ALTERNATIVES CONSIDERED FOR FURTHER STUDY

As a result of the corridor analysis two options are being rejected as viable alternatives. The four-laning of SR 57 (US 19) with 123 parcel impacts, relocation of the historic Jefferson County Courthouse and negative impacts to community cohesion and character make this an unrealistic alternative. All four off-system alternatives are also rejected from further consideration. None of these meet the required design speed and have unacceptable impacts to residents, businesses, community facilities and historic sites.

Operational and geometric improvements to the existing facility and all four by-pass corridors are viable alternatives for further study. The operational and geometric improvements to SR 57 (US 19) alternative is the least expensive and has the least amount of impacts. However, this alternative does nothing to meet the FIHS and SIS design criteria or alleviate the traffic and safety concerns of the community related to truck traffic in the downtown area. Of the four by-pass alternatives studied, Alternative 5B, Near West, has the least overall impacts and the least cost.

## 7.7 EVALUATION MATRIX

A summary of the alternatives evaluated in presented in Table 7-1. Project costs were calculated based on 2002 Transportation Costs from FDOT's Office of Policy Planning and adjusted to 2004 dollars.

The evaluation of the four by-pass alignments is based on a 250-ft corridor. This is wider than required and shown in the four-lane typical section. The 250-foot corridor was used to account for additional right-of-way that may be required for the use of stormwater treatment, pond sites and possible interchanges at the termini. The required right-of-way for a six-lane facility would be 224-feet.

## Monticello Bypass Corridor Study
## Evaluation Matrix
## Table 7-1

| Evaluation Measure | No Build | Non-Capacity Improvements | Capacity Improvements | Water St. 4-Laning | Waukeenah St. 4-Laning | Mulberry St. 4-Laning | One-Way Pairs | Far West New Alignment | Near West New Alignment | East Long New Alignment | East Short New Alignment |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4A | 4B | 4C | 4D | 5A | 5B | 5C | 5D |
| **Travel Service (Yes or No)** | | | | | | | | | | | |
| Improves LOS on US 19 (Design Year 2030 Condition) | N | N | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| Improves LOS on US 90 (Design Year 2030 Condition) | N | N | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| Improves Operational Condition of Traffic Circle | N | N | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| Reduces Truck Traffic in Downtown Area (Yes, No) | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y |
| Improves Mobility for Non-Motorized Modes in Downtown Area (Bikes/Peds) | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y |
| Effective Length of Bypass (bypass length - existing length) (miles) | -- | -- | -- | 0.25 | 0.16 | 0.07 | 0.15 | 2.42 | 0.51 | 2.09 | 1.98 |
| Consistent with FIHS Criteria | N | N | N | N | N | N | N | Y | Y | Y | Y |
| Consistent with Future/Emerging SIS Criteria | N | N | N | N | N | N | N | Y | Y | Y | Y |
| Consistent with City/County Comprehensive Plan | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| **Social/Cultural Impacts (Number of)** | | | | | | | | | | | |
| Potential Residential Relocations | 0 | 0 | 11 | 15 | 15 | 10 | 2 | 13 | 2 | 19 | 16 |
| Potential Business Displacements | 0 | 0 | 11 | 1 | 2 | 5 | 5 | 0 | 4 | 0 | 2 |
| Potential Parcels Impacted | 0 | 0 | 123 | 22 | 29 | 29 | 19 | 42 | 16 | 79 | 74 |
| Potential Community Facilities Relocations | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Potential Historic/Archaeological Sites | 0 | 0 | 6 | 3 | 4 | 5 | 5 | 0 | 0 | 1 | 0 |
| Public Lands/Recreation Areas | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 |
| Potential Section 4(f) Properties | 0 | 0 | 6 | 3 | 0 | 3 | 3 | 0 | 0 | 1 | 0 |
| Affects on Community Cohesion (High, Medium, Low) | L | L | H | H | H | H | H | L | M | L | L |
| Preserves Community Character (High, Medium, Low) | L | L | H | H | H | H | H | L | M | L | L |
| **Natural Environment Impacts** | | | | | | | | | | | |
| Wetland Habitat (Acres) (Estimated) | 0 | 0 | 0 | -- | -- | -- | -- | 83 | 24 | 32 | 13 |
| Upland Habitat (Acres) (Estimated) | 0 | 0 | 0 | -- | -- | -- | -- | 127 | 50 | 202 | 173 |
| Potential Threatened and Endangered Species (High, Medium, Low) | L | L | L | -- | -- | -- | -- | M | L | L | L |
| **Physical Environment Impacts (Number of)** | | | | | | | | | | | |
| Potential Contamination Sites | 0 | 0 | 7 | 0 | 2 | 3 | 2 | 2 | 3 | 4 | 2 |
| Potential Noise Sensitive Sites (ie: Residential, Religious Institutions, Medical Facilities) | 0 | 0 | 16 | 24 | 34 | 13 | 24 | 33 | 2 | 23 | 35 |
| Potential Railroad Crossings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potential Utility Relocations (High, Medium, Low) | 0 | 0 | H | H | H | H | H | L | L | L | L |
| Constructability/Maintenance of Traffic (High, Medium, Low) | -- | M | L | L | L | L | L | H | H | H | H |
| **Project Cost (millions; 2004 $$)** | | | | | | | | | | | |
| (1) Engineering (Preliminary Engineering, CEI, and ROW Support) (2 Lanes) | $ - | $ 5,000 | -- | -- | -- | -- | -- | $ 5,977,000 | $ 2,203,000 | $ 6,665,000 | $ 5,306,000 |
| (2) Right-of-Way Acquisition (number of parcels, appraised value per sq. ft. per land type) | $ - | $ - | -- | -- | -- | -- | -- | $ 7,373,000 | $ 2,682,000 | $ 8,228,000 | $ 6,539,000 |
| (3) Construction - 2 Lanes | $ - | $ 20,000 | -- | -- | -- | -- | -- | $ 16,603,000 | $ 6,121,000 | $ 18,513,000 | $ 14,739,000 |
| (3) Construction - 4 Lanes | $ - | -- | -- | -- | -- | -- | -- | $ 24,577,000 | $ 8,939,000 | $ 27,426,000 | $ 21,797,000 |
| Environmental Mitigation (To be completed in Phase II) | | | | | | | | | | | |
| **TOTAL PROJECT COST (2 Lanes)** | $ - | $ 25,000 | -- | -- | -- | -- | -- | $ 29,953,000 | $ 11,006,000 | $ 33,406,000 | $ 26,584,000 |

(1) Preliminary Engineering costs estimated at 36% of Roadway Construction Cost

(2) Based on 250 foot Corridor

(3) Includes roadway, structures, drainage, signing, marking, traffic control and maintenance of traffic, aesthetics, etc.

12/3/2004

## 7.8 RESULTS OF PUBLIC INVOLVEMENT PROGRAM

A series of public workshops and agency coordination meetings were held over the course of the Corridor Study in order to incorporate local input and participation in the development of alternatives.

Kickoff meetings were held separately for the Monticello City Council and the Jefferson County Commission. On March 2, 2004, a project overview was presented to the City Council as an agenda item at their regularly scheduled meeting. On March 18, 2004, a similar project overview was presented to the Jefferson County Commission as an agenda item at their regularly scheduled meeting.

An informal public meeting was held for the SR 57 (US 19) Corridor Study on May 13, 2004, from 5:30PM to 7:00 PM, in the Monticello Opera House. A total of 49 persons signed the meeting register. The meeting was broken into an informal public viewing session with individual assistance to answer questions provided by project planners and engineers together with FDOT staff and a recorded narrated PowerPoint presentation on a continuous loop. The focus of the meeting was to outline the corridor study process and report on existing conditions. Written public comments were solicited and comments cards provided. 15 comment cards were received.

On December 9, 2004, at 8:00 PM, a workshop was held for a joint session of the Jefferson County Planning Commission and the Monticello Local Planning Agency. The workshop was held as an agenda item at the conclusions of the Jefferson County Planning Commission's regularly scheduled meeting in the Jefferson County Courthouse Chambers. The workshop was started with a presentation of the findings of the corridor study. The presentation was intended to be a summary of the corridor study discussing the needs for improvement, existing conditions, design criteria, traffic analysis, and project alternatives. At the conclusion of the presentation an extended question and answer session was conducted between the local planning officials and the project planners, engineers and FDOT staff.

A second public meeting was conducted on December 14, 2004, from 5:30 PM to 7:00 PM, in the Monticello Opera House. A total of 62 persons signed the meeting register. The initial phase of the meeting was an informal open house lasting from 5:30 PM to 6:00 PM and consisted of a public viewing of project display boards, aerial maps and a draft Corridor Report with individual assistance to answer questions provided by project planners and engineers together with FDOT staff. At 6:00 PM, a 20-minute project overview slide presentation was given. The remainder of the public meeting was an informal viewing of the project display boards, aerial maps and a draft Corridor Report, with staff on hand to answer questions. Written public comments were solicited and comments cards provided. 13 comment cards were received. Comments were mixed with no clear consensus for or against a by-pass. Those in favor of a by-

pass tended to favor the western alignments.

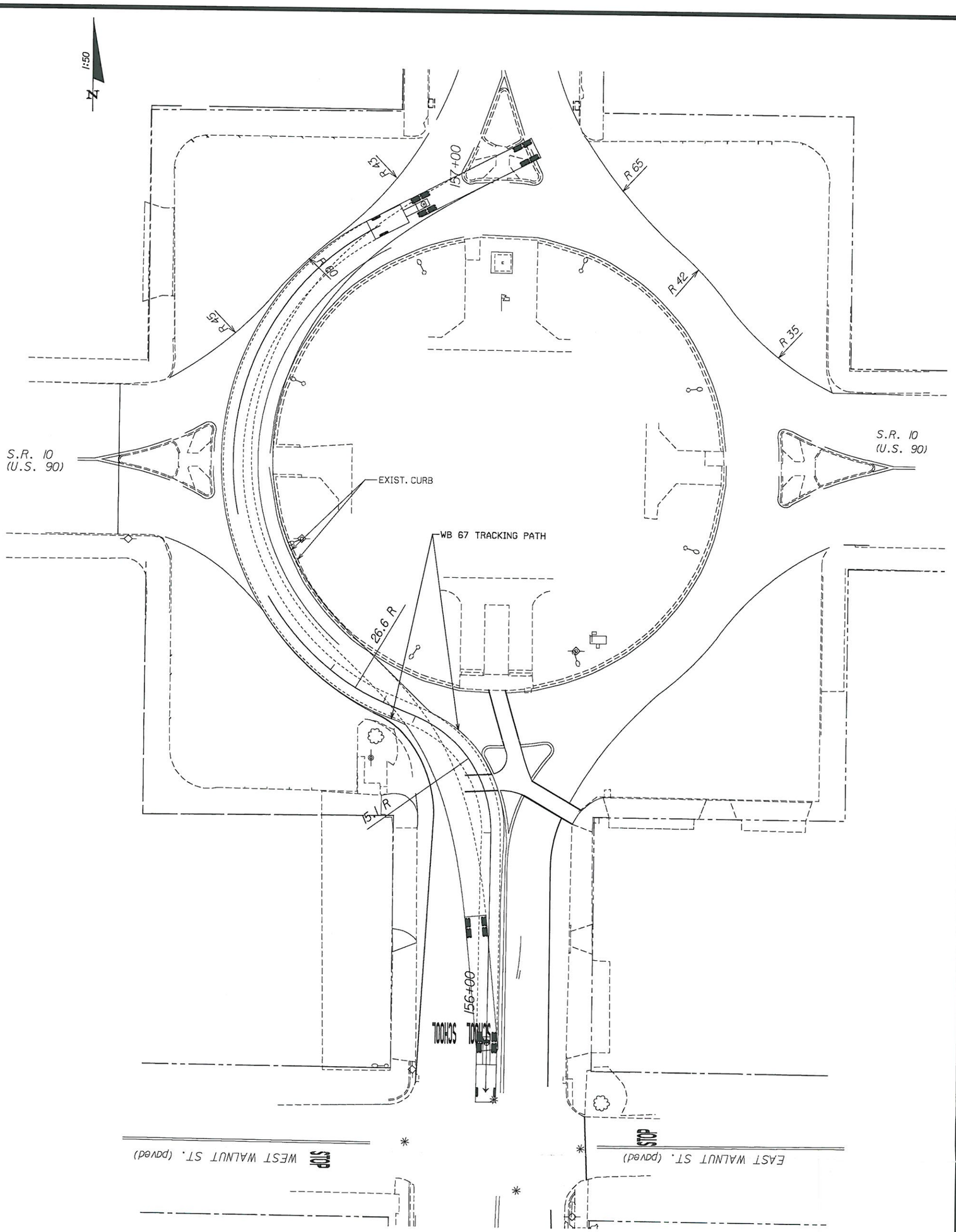
## 7.9 ALTERNATIVE FEASIBILITY

Of the array of alternatives considered, two classes of alternatives were considered viable for further study. These are operational/geometric improvements to the existing facility and three of the four by-pass alternatives (5A, 5B and 5C).

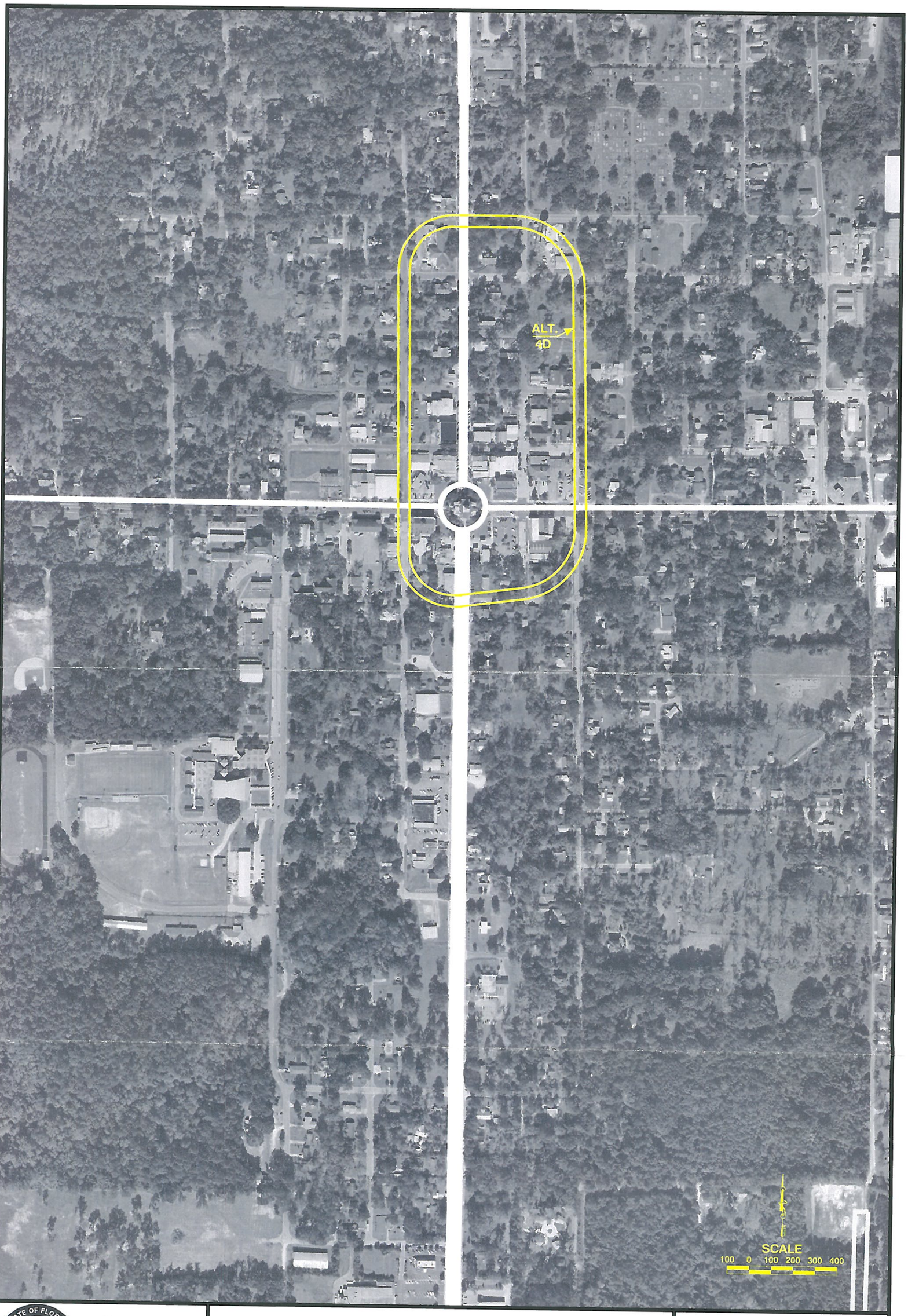
The operational/geometric improvements do not meet the FIHS or SIS design criteria and do not alleviate the heavy truck traffic from the downtown area. However, the traffic analysis does indicate that improvements to the roundabout will be warranted by 2010 due to insufficient capacity. Increasing the turning radius from 50 feet to 90 feet will increase the theoretical design speed from 22 mph to 29 mph. The improvements to the roundabout are considered an interim improvement until an eventual by-pass is constructed.

To meet Florida's Strategic Intermodal System (SIS) Plan requirements, a by-pass will be required in the future to maintain consistency with the State's transportation plan. SR 57 (US 19) is listed as an Emerging Corridor on the SIS plan. The traffic analysis conducted for this study does not demonstrate a deficiency in level of service through the design year of 2030.

The by-pass alternatives should be carried forward into the Stage 2 PD&E Study. One modification to Alternative 5A offered at the final public meeting was to continue the alignment further north through the large agricultural parcels instead of following West Lake Road to the east and connecting into SR 57 (US 19) closer to the dog track. This modification will be considered for evaluation in Stage 2, as it would limit the number of residential parcel impacts associated with ROW takes along West Lake Road.




| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | EXISTING ROUNDABOUT OPERATION | FIGURE 7-1 |

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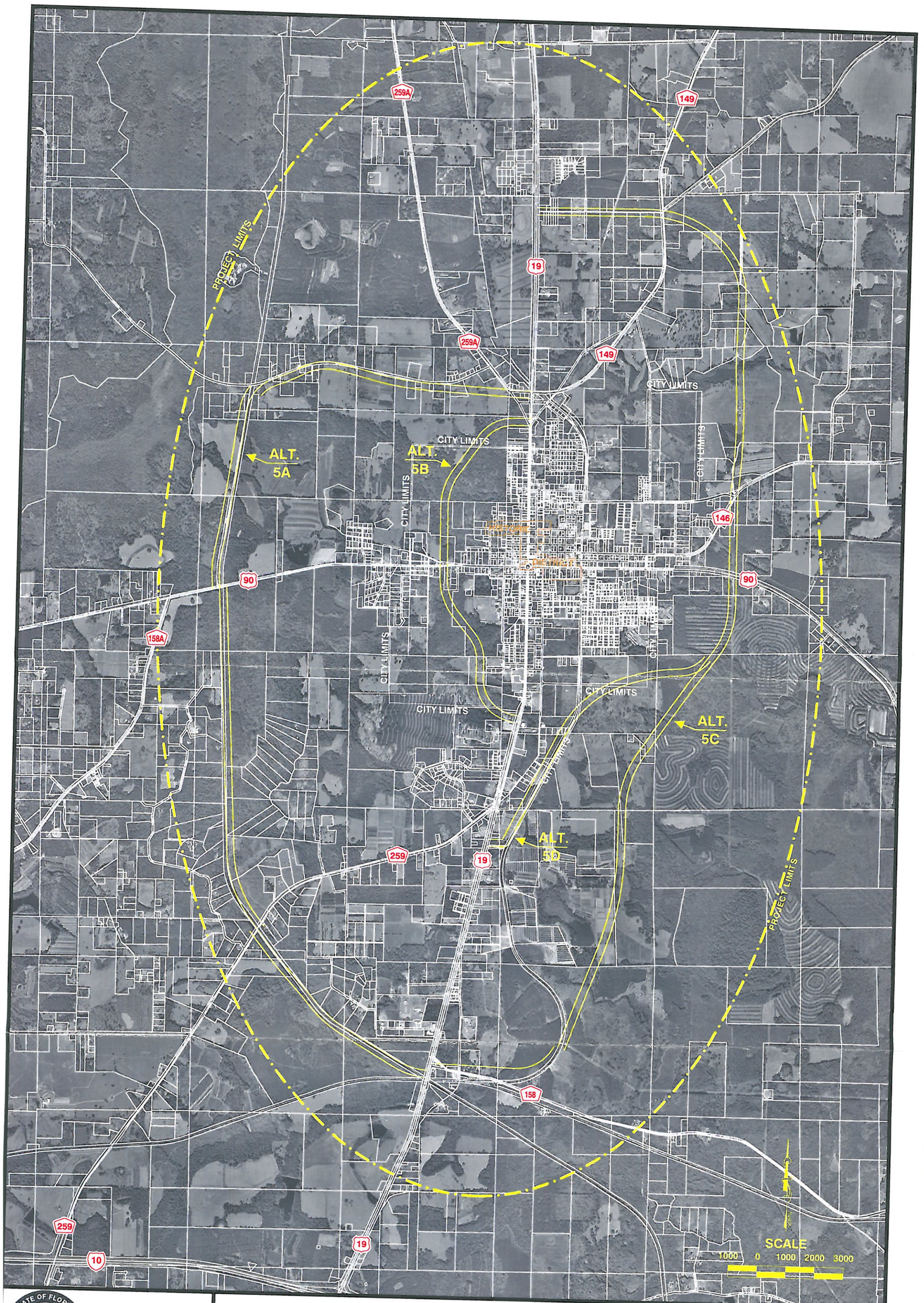
**SR 57 (US 19) MONTICELLO BY-PASS STUDY**

**OFF-SYSTEM ALTERNATES**

**STUDY ALIGNMENTS 2 OF 2**

**FIGURE 7-4**




STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

**SR 57 (US 19) MONTICELLO BY-PASS STUDY**

**BY-PASS ALTERNATIVES**

**STUDY ALIGNMENTS**

**FIGURE 7-5**


| | | |
|---|---|---|
| SR 57 (US 19) MONTICELLO BY-PASS STUDY | BY-PASS ALTERNATIVES<br>STUDY CORRIDORS | FIGURE 7-6 |